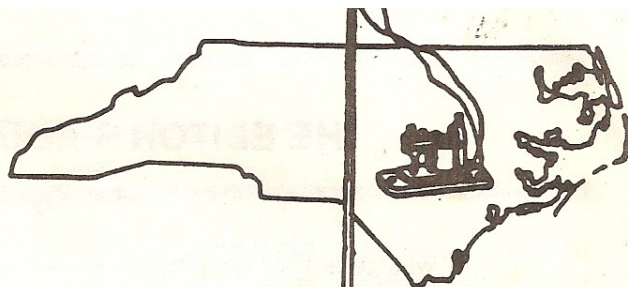


Tarheel Telegrapher

Richard T. Lasater, Editor

The East Carolina Chapter, NRHS, is incorporated under the laws of the State of North Carolina as a non-profit organization. Contributions are solicited for our Rolling Rail Museum. All donations are tax deductible, as per the Internal Revenue Service.



Vol. 22, No. 6

Nov. - Dec. 1987

NEW HOPE VALLEY RAILWAY 1988 OPERATING SCHEDULE

NORTHBOUND		DISTANCE	STATIONS	YARD	SOUTHBOUND	
#34	#36				#35	#37
1:00P	3:00P	0	Bonsal	YD	2:00P	4:00P
1:01	3:01	0.1	Yd Limit		1:59	3:59
1:05	3:05	1.0	M.P.1		1:55	3:55
1:10	3:10	2.0	M.P.2		1:50	3:50
1:12	3:12	2.1	Midway		1:48	3:48
1:17	3:17	2.8	Beaver Crk.		1:43	3:43
1:18	3:18	3.0	M.P.3		1:42	3:42
1:25	3:25	3.3	S. New Hill	YD	1:35	3:35
1:30	3:30	4.0	New Hill	YD	1:31	3:31
READ DOWN					READ UP	

Bonsal will be open to the public on the following Sundays:

APRIL 24, 1988
MAY 29, 1988
JUNE 26, 1988
JULY 31, 1988

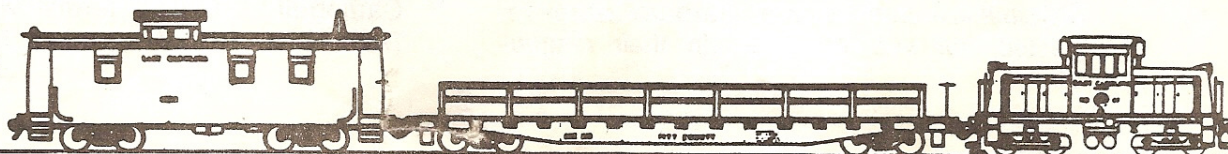
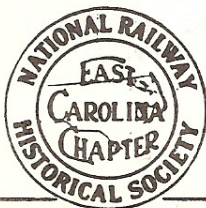
AUGUST 28, 1988
SEPTEMBER 25, 1988
OCTOBER 30, 1988

Trains will be operated during each of these open house days according to the above schedule.

TRAIN OPERATION MORATORIUM LIFTED

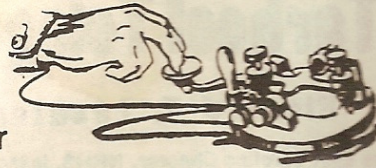
One of the actions taken by the Board of Directors at their December 19, 1987 meeting was the formal lifting of the 1986 moratorium prohibiting the running of trains at Bonsal (with the exception of work trains) until certain safety-related problems could be solved. These problems were: (1) lack of a second engine for switching out returning trains at Bonsal - with no run-around track to get the train engine onto the the other end of the train, it was necessary to pull the passenger cars into the side track with a cable attached to one of the tractors; (2) lack of liability insurance coverage for visitors and trespassers in connection

(continued on page 3)



THE EDITOR'S ROUNDHOUSE

by Richard Lasater



I was recently speaking to an officer of the largest local model train club and asked what he thought of his group setting up a permanent home layout at our Bonsal museum site. Such compatible set-ups exist at the Wilmington Railroad Museum and the Colorado Railroad Museum and seem to be mutually beneficial. His answer caught me by surprise. He didn't feel that the East Carolina Chapter was committed to staying at Bonsal; we had not put any money into improving the property since purchase and we could leave with our trains as easily as we came.

Except for the motor car house, we have added no permanent structures at the Bonsal site. If we wish to be seen by the public as a museum, we must make a statement that we are at Bonsal to stay, not merely to run trains. When the track and equipment were removed from the Durham & Southern Railway near Wilbon, it returned to an empty field within a few seasons. We cannot expect support from local politicians or businesses if we look like we will vanish overnight.

A shop building would ease preventive maintenance on our equipment. We shouldn't procrastinate until we can build a fine steel shop when a pole building will provide the same protection. A station could provide us with a museum for the Chapter's railroading collection, a meeting room, an audio-visual center and a focal point for our passenger operations. The D&S Fuquay depot has been offered to the Chapter if we can move it. Little or no money has been received from Chapter members to date for the Station Fund. (The cost of the move is estimated at about \$8000.00, which includes setting the building up on mortared pillars.) No one wants to suggest using any Chapter funds for such a project, at the risk of provoking the faction whose main result while in power was to avoid making any permanent site improvements.

Unless we make a firm effort to stay, our activities at Bonsal will wither when the current crop of active members burns out while keeping our trains running. Someday soon, Bonsal could be just another empty field.

TO OUR CONTRIBUTORS: Please submit any items that you would like to see in the **TARHEEL TELEGRAPHER** to me at Post Office Box 83 in New Hill. Railroad news or rail-fanning trip observations would be greatly appreciated. Historical articles or letters to the membership can also be printed. (I do reserve the right to edit out any unsubstantiated or slanderous remarks from the latter.)

EXCHANGE NEWSLETTERS: These should also be sent to: **Editor, P. O. Box 83, New Hill, North Carolina 27562.** Despite several requests in past issues, many of the exchanged newsletters are still being sent to Bob Morrison in Tennessee. Bob's dutiful forwarding of this mail to me is causing an unnecessary financial burden on him and on the Chapter. **Please update your mailing address lists!** Thanks.

CHAPTER OFFICERS ELECTED

The Board of Directors met on December 19, 1987 at Bonsal to elect Chapter officers for the coming year. President Blair Slaughter, Secretary Mike Everette, Treasurer Ralph Northcutt and National Director Roger Barham were re-elected for second terms in their respec-

tive offices. Vice President Jim Wright declined re-election for health reasons. (**Editor's Note:** Jim was hospitalized for most of the week before Christmas with heart problems.) The new Vice President is David Campbell. Office terms will expire on December 17, 1987.

TRAIN OPERATION MORATORIUM LIFTED

(continued from page 1)

with any train operations (the Great American liability insurance policy did not mention train operation and, despite numerous attempts at clarification of this point, no statement of coverage could be obtained by our agent); and (3) deferred track maintenance necessitated the replacement of several groups of deteriorated cross ties.

Sufficient progress in solving these problems has been made in the past year to allow train operations to once again be conducted for both Chapter members and the public. The problem of additional motive power for switching has been solved by the acquisition of the Eaton Car mover from General Electric and the return to service of the Chapter's long neglected #70 Whitcomb diesel-electric locomotive. The Whitcomb still needs installation of a generator and regulator, for charging its batteries without outside assistance, and a radio. Lack of a train brake system precludes use of Engine #70 as a second road engine at this time. **(Editor's Note:** Should any reader know where the needed brakestand, equalizing reservoir, etc. for such a system retrofit can be obtained, please let me know.)

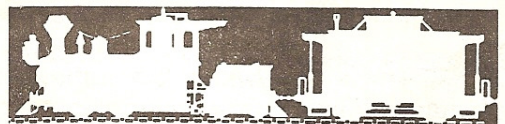
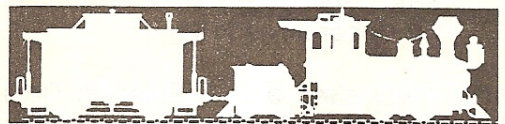
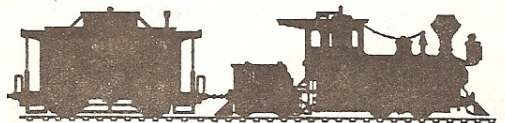
A new O,L, & T liability insurance policy has been obtained which gives the same \$500,000 total coverage as the former Great American policy, with specific coverage of our track and the hauling of guests on trains. The limit is 100 guests per train. This should be adequate for operations in the foreseeable future as we only have the A&R caboose and the seat equipped flat car available as passenger cars at this time.

Installation of replacement cross ties began on December 4, 1987 on the main line at the throat of Bonsal Yard and on the old line at its intersection with the new line. The work on the old line will allow a locomotive to enter during switching moves. More ties will be replaced in the main line in stretches between Mileposts 1.3 and 1.5 to raise low spots.

Current plans are to operate passenger trains for the public in 1988 on a regular basis, with two trains scheduled for the last Sunday of each month from April to October. Such a commitment will require a large number of Chapter members to be present to handle crowd control, tickets and concessions in addition to train operation.

The need to qualify train crew members for specific jobs has brought about a reestablishment of qualification testing. These tests will tentatively be given at Bonsal on the second Saturday of each month starting in February. Contact Safety Officer Richard Lasater or David Younts for specific information.

The Board of Directors also decided to set up an Extra Board to use in selection of train crews. Individuals will be listed by qualification date seniority for specific jobs. The train crews (including yard crew) will be selected well in advance for a run. Those persons chosen will be contacted by a crew caller and told when to report for duty. Should a called crew member not report by call time, the next qualified person on the board present will assume his or her duties. After completion of duty, the called crew member's name will be placed at the bottom of the Extra Board.



THE STATE OF THE CHAPTER

by Mike Everette

As the year 1987 comes to an end, we can look back with pride at what we have accomplished since the "changing of the guard" at the February 1987 annual meeting.

We have:

1. returned the long neglected Whitcomb diesel electric locomotive No. 70 to active service,
2. completed restoration of the Aberdeen & Rockfish wooden caboose No. 308 and the Norfolk Southern Railway boom tender car,
3. finished construction of the motor car house and put a coat of paint on it,
4. begun clean-up of the Bonsal site, including demolition of a derelict shed and clearing of brush along the right of way,
5. put in a well,
6. moved a donated flat car and Eaton hydraulic car mover from General Electric to Bonsal,
7. achieved recognition as a museum by the North Carolina General Assembly, who funded a \$4000 grant for our preservation activities,
8. purchased Norfolk Southern Railway camp car No. 901 (a kitchen/bunk room /mess hall work train car) from the Horry County Railroad,
9. acquired a new liability insurance policy which specifically covers our passenger train operations, and
10. established a Site Planning Committee, whose efforts include a scale magnetic planning layout of the Bonsal site.

These achievements are the end result of many individuals working together for a common goal. They are the end result of long hours of some of the heaviest and dirtiest

work around, often with less-than-optimum tools and without proper physical facilities; of much time spent glued to a telephone or a typewriter; and of the generous gifts of material and assistance by friends of our Chapter. It takes real dedication to spend an afternoon chipping away at a couple of square feet of 40-year-old paint on the side of a rusty and rundown locomotive, back away to see the relatively minor effect of all that work, and then come back tomorrow or next weekend to do the same thing again for the same result. But when those who chipped the old paint away view the same locomotive shining with a coat of fresh green paint and emblazoned with yellow letters proclaiming "New Hope Valley Railway", they know it was all worth it.

The same goes for getting one's whole self covered in grease and grime from scraping away old gaskets and carbon deposits from long-silent engine components, and feeling the thrill of pride when that engine rumbles into life for the first time in years. (One or two of our ladies probably won't ever give a second thought to "dishpan hands" after that experience). The crews who wrestle with heavy crossties, track jacks and spike mauls in the repair of the track likewise can stand back and feel the pride of "We did this, look what it makes possible, and I was part of it."

All of this goes to point out that goals are achieved through the efforts of individuals working together. While some might despair at the magnitude of the job of derusting and repainting a locomotive, for example, conclude the work isn't worth it and be content with a patch-and-cobble-up job, our hard-working members are made of sterner stuff. They don't talk or wishfully think about things - they do them.

Our Chapter's history during this past year has been tempestuous. A discontented few have attempted to undermine and obscure the accomplishments and forward progress of the Chapter. Hopefully, this discord will cease in the coming year.

STATE OF THE CHAPTER

(continued from page 4)

One of the great accomplishments of the past year has been the assurance that each and every member of the Chapter has an equal voice in the Chapter's affairs. Your participation and voice in the ultimate attainment of our collective goals is needed and valued, just as is your physical involvement in Chapter work projects.

Where are we headed in 1988? Our most prominent effort for the coming year will be directed toward increasing general public awareness and knowledge of who, what, and where we are, and what it is we are doing. In this vein, we will continue our campaign of public exposure at local festivals and fairs as well as railroad-related events. We likewise will embark upon what may be our most ambitious project yet: a schedule of regular operations for the public, offering the opportunity for train rides.

Completion of other ongoing projects will be pursued: continuing repair of track, the ongoing war against brush and mud, all will press on. We look forward to: bringing home car 901 in 1988; restoring caboose 5228 to its former glory, perhaps in full Seaboard Air Line regalia; beginning the restoration of RPO car 188. It is hoped that the Bonsal site will see a depot before the year is over.

All these goals and projects are going to take teamwork to accomplish. Once more, our members will have to look beyond what may seem to be impossible tasks - what may, at first glance, seem to be much hard work for miniscule results - and think of the getting-there as much as the end result. We have proven that we can do this. We have shown that nothing is impossible to those who are willing to go-for-it.

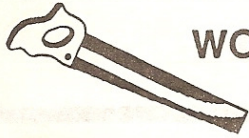
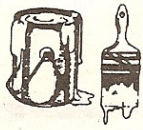
Go-for-it we shall, in 1988.



DONATIONS

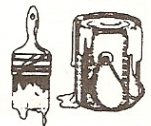
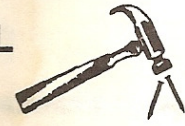
Thanks to the following individuals for recent donations to the East Carolina Chapter:

1. Johnson Oil & Gas Co. of Fuquay-Varina donated a 100 lb. LP gas cylinder for use with the Bonsal yard office heater.
2. David Campbell purchased several old filing cabinets and tables through the State Surplus Properties Office.
3. Tom Weaver donated a refrigerator for the yard office.
4. Tom and Daphne Garren donated several items of railroadiana, including oil cans and old telephone equipment.
5. Jim Harris and Carolina Power and Light's Fuquay Office have given donations to the Chapter's station fund.



WORK SESSIONS AT BONSAI

by David Campbell



Much has been accomplished during the months of November and December despite the holidays and bad weather. Track maintenance got underway with the replacement of nearly 15 cross-ties, installed over several work sessions. These ties were installed on the new



Tie replacement begins at old line switch.

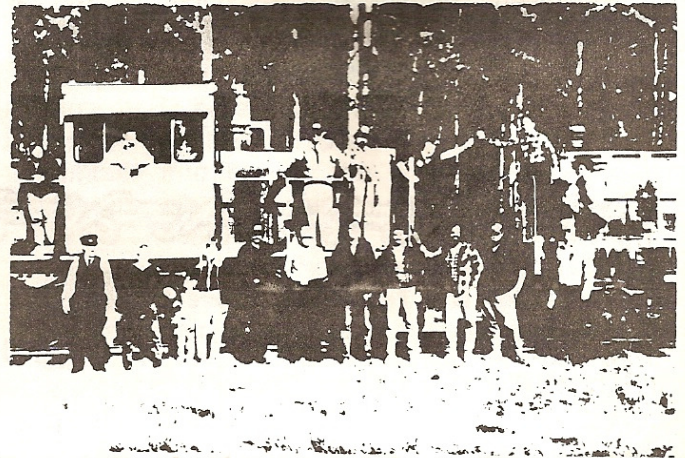
and old lines, with most of the work being done near Hilltop Jct. The switch going onto the Hilltop track, where the ties were in the worst condition, is now able to hold the engine. This track has been raised and is ready for new ballast to be dumped and tamped.

Jim Wright led the crew on a tree cutting expedition down the new line; this will be a winterlong project to get ready for next season's operating schedule. Rules testing will begin again soon for anyone who wishes to operate the engine or become a brakeman, flagman or conductor.

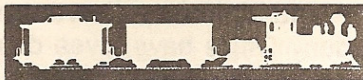
The Whitcomb is still being restored and is almost complete. Work has continued on the inside paint job along with the electrical wiring and new gauges, safety glass, and air brake lines. David Younts lettered the Whitcomb and the outside is now complete.

The motorcar house got its first coat of paint and looks very good in red and white. The yard office was cleaned and rearranged with a new mailing and filing system for each member who wishes a box. The 308 (Aberdeen and Rockfish) caboose was painted on the inside and lights have also been installed.

Work sessions are held at Bonsal every Saturday (except holidays). Come and see, stay, lend a hand and have a good time!



Chapter members pose for annual bulletin photo.



SPECIAL MEMBERS DAY

by David Campbell



The East Carolina Chapter will hold its First Annual Members Day and Banquet on July 16, 1988. The festivities will begin at Bonsal with train rides and motor car rides for members and their families. In the evening, a Banquet Dinner and Membership Meeting will be held at the Ramada Inn in Apex. Special rates have been arranged for members wishing to spend the night. You will be receiving more information in the mail about this event soon. I encourage everyone to attend.