

# **The National Railway Historical Society, Washington, D.C. Chapter, Inc.**

## Annual Report 2012



Franklin Inn - Photo by Alex Mayes

### **FISCAL YEAR AT-A-GLANCE** (Fiscal Year 2012 - April 2011 – March 2012)

Total Membership: 482

Public Educational Programs (11) and Total Attendance: 395\*

Public Tours & Trips Operated: 11

RailCamp Scholarships Awarded: 1

Volunteer Hours Contributed: 10,000\*

Rail Miles Operated: 20,326



\*estimated for FY12

## Message from the President

The National Railway Historical Society, Washington, D.C. Chapter, Incorporated (DCNRHS) was founded in 1944 in the District of Columbia. In 2012 we continued our long tradition of public service by telling the story of railroading past and present and serving as a focal point in the region for information about our railroad heritage.



RailCampers on Handcar  
Photo by Mitchell Smith-Bauer

Pennsylvania. RailCamp provides senior high students an introduction to railroad history, railroad preservation, railroad operations and railroad careers.

In partnership with the City of Bowie, Maryland, DCNRHS continued to operate and grow our Martin F. O'Rourke Memorial Railroad Library in the former Pennsylvania Railroad Tower at the Huntington Railroad Museum. The Library continued to grow. Our additions included 25 books this year (plus more in processing), 26 volumes of *Railway Age*, approximately 20 years of unbound issues of *Southern Railway Magazine* (employee magazine), and 7



Classic Locomotives at Washington Terminal  
Photo from DCNRHS' Lee Rogers Collection

## Looking Back

We continued our emphasis on youth education by sponsoring our thirteenth senior high school student to the National Railway Historical Society's RailCamp program. Our G. Lawson Clark Memorial Scholarship was awarded to Mitchell Smith-Bauer from St. Mary's, Pennsylvania. RailCamp is a week-long camp at Steamtown National Historic Park in Scranton,



Bowie Tower  
Photo by J. Lilly

volumes of *Official Railway Guides*.

DCNRHS also took possession of several hundred quality historic photos from two collections that were donated. The Library continued to be open to the public six-days a week. The Library committee continued its efforts to enhance the library catalog, incorporate new volumes, answer research questions, provide historical articles for our newsletter, and refine the focus of the collection on regional topics. Our library project continues to be led by a professional

librarian who both teaches and works in the library science field. Materials in the Library date as far back as the 1880s.

Public education programs about railroading remain a focus of DCNRHS. Our free monthly programs included a Vignette of Videos from 1980s Washington, a display of photos of “Trains taken from the Windows of a Train,” a history of Camden Station in Baltimore, MD, and a program on the history of the Western Maryland Railway.



Lounge of the Dover Harbor  
Photo by David Scavone

Dover Harbor was also operated on a variety of trips that gave passengers the opportunity to experience first-hand and to learn about First-class rail travel and service in our vintage 1930s Pullman car. Public trips include journeys to Williamsburg and Newport News, Huntington, WV, and an 8,942 mile trip to Seattle, Washington. Several private charters also helped support the costs of maintaining the car. Our skilled volunteers, dressed in period uniforms, prepared meals, served drinks, and on overnight journeys made beds in the tradition of excellence made legendary by the Pullman Company’s staff.

DCNRHS also invested over \$60,000 in the Dover Harbor’s required 10-year Amtrak truck inspection and rebuild. The result is our classic Pullman time-machine is certified for continued operation on the mainline rails where it serves as a classroom, educating the public as a living, mobile, nationwide example of real mainline passenger train travel and railroad labor.



Grand Central Tour – Photo by Bill Hakkarinen

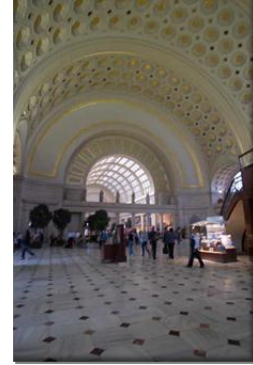
We also operated other tours and events, including a New York City Transit Tour where participants were escorted on a variety of subway and railway lines, a rare tour of the Historic Martinsburg, WV B&O Roundhouse complex, and a behind-the-scenes tour of Grand Central Terminal in New York City.

DCNRHS also served as a consulting party in three Section 106 Actions regarding projects that involved federal funding at historic properties. DCNRHS was consulted by the

Union Station Redevelopment Corporation on proposed modifications to the main



concourse of Union Station in Washington, D.C. DCNRHS was also consulted by Amtrak on its proposed demolition of the historic Eckington Yard Power Plant in Washington, D.C. Further, DCNRHS has been consulted by the Federal Highway Administration and the D.C. Department of Transit on CSX's Virginia Avenue Tunnel Project. DCNRHS' position is to ensure that proper steps are taken to respect the historic and cultural aspects of these resources in a viable, realistic, economic context. Our work will continue in 2013 on all three of these efforts.



Main concourse of  
Union Station  
Photo by Mary Ries



First revenue Franklin Inn  
Passenger enjoys the  
Inaugural Trip to Newport  
News, VA  
Photo by J. Lilly

DCNRHS also completed the \$100,000 restoration of our 1949 Pennsylvania Railroad coach Franklin Inn and returned the car to mainline, Amtrak qualified service. The work included making various repairs, performing regular and required maintenance, installing two restrooms (one for the physically challenged), returning the car to the livery applied by the Pennsylvania Railroad in preparation for the 1964 World's Fair In New York, repairing mechanical systems, and conducting a thorough cleaning. The Franklin Inn's restoration was funded by private donations and a combination of volunteer and contract labor was used to complete the project. The car participated in several excursions.

DCNRHS recognizes that our most important resource is our dedicated group of volunteers. In 2012 we implemented our volunteer program, **RAILS**, or **R**ecognizing and **I**ncentivizing **L**eaders. The Program encourages volunteer participation and provides structured tracking of volunteer hours as well as tiered recognition programs. We documented with timesheets the efforts of 50+ volunteers and over 4,900 hours of volunteer labor, though more work remains to be done to fully capture the full scope of our volunteers' contributions. More information about the program is available on our web site (as is information for most of our major projects). We also conducted two crew training sessions for Dover Harbor and one for Franklin Inn.

On the communications front, we improved our presence on Facebook, maintained three web sites, put out several press releases, engaged the media, and received publicity in several venues, including the *Washington Post*, *Trains Magazine*, and the television show *My Generation*. We also published twelve issues of *The Timetable*, with a variety of information about DCNRHS Events and trips, local and regional happenings, and historical articles to include articles from our library. To reduce communication times and costs in January 2012 the newsletter publication and

distribution was converted primarily to electronic format, with hardcopy available at additional costs.

DCNRHS continues as an active participant in the Railway Heritage Initiative, the first truly nationwide collaborative effort among major railway heritage organizations, including the National Railway Historical Society, Railway & Locomotive Historical Society, Tourist Railway Association (TRAIN), Association of Railway Museums (ARM), and the CSRM. DCNRHS also attended the joint TRAIN/ARM convention in Chattanooga, in November.

### Leaning Forward

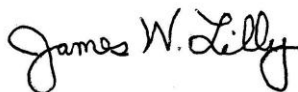
DCNRHS, beyond our current outstanding programs, is planning for further growth and expansion; implementation of our Strategic Plan made great strides. We began roll-out of our volunteer program (RAILS), unified our membership databases in a single management information system, and began selling memberships and taking donations on-line. We also restructured our membership fees and identified a new logo as part of our overall growth and development. Most importantly, membership grew 15% from approximately 420 to 482 members.



A volunteer welcomes guests aboard Dover Harbor  
Photo by Kevin Tankersley

In Fiscal 2013 we expect to continue our major programs, formally adopt revised and updated by-laws, make progress on our strategic initiatives, complete implementation of our new brand, and continue our railcar restoration efforts.

I am very proud of our accomplishments this year and we look forward to making 2013 an even brighter, more innovative, and highly productive year of teaching the public about railroading and its rich and storied history.



**James W. Lilly,  
President**

**June 12, 2012**

**About the Cover Photo:** Western Maryland Scenic's train to Frostburg, MD, with the Washington Chapter's car Franklin Inn on the rear, rounding Helmstetter's Curve on the former Western Maryland Railway main on July 17, 2011. The Franklin Inn was making a test run on this day. The power is Western Maryland Scenic Railroad's 2-8-0 No. 734, built by Baldwin in 1916.



## 2012 VOLUNTEERS

Wayne Alberts  
Jon Baake  
Joe Banas  
William Barnhart  
James Barry  
Bruce Bauer  
Bob Bitzer  
Ken Brooks  
Pat Clark  
Pete Claymore  
Bob Cohen  
Meg Coughlin  
Eric Delfino  
Dean Edmonds  
Claudia Gaffey

Bernie Gallagher  
Mike Gingerich  
Bill Hakkarinen  
John Hankey  
Carroll Hanson  
Charles Hernandez  
Mike Karlik  
Jim Kelling  
Bob Kovach  
Grant Lilly  
Jim Lilly  
Mike Martin  
Alex Mayes  
Anthony Miller  
Terrence Mulligan  
Richard Meyer  
Barbara O'Rourke  
Chris O'Toole

Fran Phillips  
Hans Plugge  
Teresa Renner  
Mary Ries  
Lee Rogers  
Russ Rudolph  
Karl Sakas  
Karl Scheetz  
Elmer Sichert  
Dave Splitt  
Kevin Tankersley  
Alphonso Tate  
Todd Tranausky  
Andy Van Scyoc  
Richard Walter  
Robert Wirt  
Scarlett Wirt  
Carol Zabrosky  
John Zabrosky

NOTE: The individuals listed on this page identify those who completed volunteer timesheets in 2012 as part of our RAILS program. This does not represent the full scope of individuals who volunteered their time and talents.



**2012 Statement of Financial Activities**  
(As of March 31, 2012)

(accrual basis)

ASSETS		Ordinary Income/Expense	
<b>Current Assets</b>		<b>Income</b>	
The General Operating Fund	110,079.29	General Income	3,344.47
The Dover Harbor Fund	2,062.32	Dues Income	14,965.00
The Chapter Reserve Fund	3,366.64	Sales Collected	491.40
The Equipment Fund	<u>11,906.85</u>	Excursions, Trips, Charters	200,469.70
		Event Income	3,345.00
Checking/Savings	127,415.10	Dover Harbor Donations	150.40
Accounts Receivable	<u>1,432.00</u>	General Capital Income	23,635.00
Other Current Assets	<u>724.00</u>		
<b>Total Current Assets</b>	<b>129,571.10</b>	<b>Total Income</b>	<b>246,400.97</b>
<b>Fixed Assets</b>		<b>Gross Profit</b>	<b>246,400.97</b>
Trains and Equipment		<b>Expense</b>	
Franklin Inn- MARC(PRR) Restor.	89,936.11	Depreciation	20,596.00
Dover Harbor PC2A Truck Restor.	64,345.90	Human Resources Committe	116.85
Trains and Equipment - Other	<u>348,573.00</u>	General Capital Expenses	3,547.10
Trains and Equipment	<u>502,855.01</u>	Administrative Committee	36,486.76
		Sales Committee	603.23
Accumulated Depreciation	<u>-251,785.00</u>	Excursions, Trips, Charters_	108,330.02
<b>Total Fixed Assets</b>	<b><u>251,070.01</u></b>	Mechanical Committee	23,166.23
		Chapter Events Committee	3,525.16
<b>TOTAL ASSETS</b>	<b><u>380,641.11</u></b>	Newsletter Committee	4,349.39
		Library Committee	196.15
<b>LIABILITIES &amp; EQUITY</b>		Publicity Committee	2,162.65
<b>Liabilities</b>		<b>Total Expense</b>	<b>203,079.54</b>
<b>Current Liabilities</b>		<b>Net Ordinary Income</b>	<b>43,321.43</b>
Total Accounts Payable	<u>10,727.39</u>	<b>Net Income</b>	<b>43,321.43</b>
Total Credit Cards	<u>8,033.84</u>		
<b>Total Current Liabilities</b>	<b>18,761.23</b>		
<b>Total Long Term Liabilities</b>	<b><u>16,500.00</u></b>		
<b>Total Liabilities</b>	<b>35,261.23</b>		
<b>Equity</b>			
Opening Bal Equity	278,559.96		
Unrestricted Net Assets	23,498.49		
Net Income	<u>43,321.43</u>		
<b>Total Equity</b>	<b><u>345,379.88</u></b>		
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b><u>380,641.11</u></b>		

DCNRHS is a not-for-profit, educational institution designated under section 501(c) (3) of the Internal Revenue code. The financial report is based on an independently reviewed financial statement. DCNRHS attests that it maintains adequate internal accounting controls and uses sound accounting policies. All our financial records are available as a part of our independent financial review process.

**James W. Lilly, President**





## Officers & Directors

<b>President</b>	James Lilly	Elkridge, MD
<b>Vice President</b>	Joe Banas	Silver Spring, MD
<b>Secretary</b>	Todd Tranausky	Arlington, VA
<b>Treasurer</b>	Bruce Bauer	Pasadena, MD
<b>Comptroller</b>	Peter Claymore	Gainesville, GA
<b>Director-at-Large</b>	Jon Baake	Tall Timbers, MD
<b>Director-at-Large</b>	Kevin Tankersley	Alexandria, VA
<b>Director-at-Large</b>	Bob Bitzer	Laurel, MD
<b>Director-at-Large</b>	Bernard Gallagher	Beltsville, MD
<b>Director-at-Large</b>	Andrew Van Scyoc	Silver Spring, MD
<b>Director-at-Large</b>	Hans Plugge	Columbia, MD
<b>Director-at-Large</b>	John Zabrosky	Haymarket, VA
<b>Director-at-Large</b>	Carol Zabrosky	Haymarket, VA

**NOTE:** All Officers and Directors are volunteers and serve the organization without remuneration.

## Corporate Information

<b>Mail Address</b>	<b>Phone</b>	<b>E-mail</b>
DCNRHS P. O. Box 230 Savage, MD 20763	703-273-8440	info@dcnrhs.org

<b>Web Addresses:</b>	<b>DCNRHS Web Site</b>	<b>www.dcnrhs.org</b>
	<b>Dover Harbor Web Site</b>	<b>www.doverharbor.com</b>
	<b>Martin F. O'Rourke Memorial Railroad Library</b>	<b>www.railroadlibrary.org</b>

The National Railway Historical Society, Washington, D.C. Chapter, Inc. (DCNRHS) is a non-profit 501(c)(3) corporation founded in 1944 in the District of Columbia. DCNRHS is a registered corporate entity in the District of Columbia. Donations to DCNRHS are tax-deductible to the maximum extent permitted by the Internal Revenue Code.

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