

RAIL HISTORY/ENTHUSIAST PRESENTATIONS AVAILABLE FROM EDWARD M. KOEHLER JR.

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I am a former National Director and Chapter President in the National Railway Historical Society. I have been a member of both National Railway Historical Society and the National Model Railroad Association for over fifty years. Since retiring in 2009 I have had the ability to travel, take photographs and put together notes on a number of railway subjects that I am more than willing to share. Some of this free time has enabled me to complete the writing of the book **SHORTLINE RAILROADS OF LONG ISLAND** and to contribute to other publications of the Long Island Sunrise Trail Chapter, National Railway Historical Society. But that is not what I am talking about here. I would like you to consider one or more of the below as a possible entertainment/educational program at one of your future events.

A note on timings, where they are shown they are based on prior presentations that have often had numerous questions while in process. A good rule of thumb is four panels per minute; all shows have their panel counts shown below.

Let me list what presentations I would be able to do on about 24 hours notice (note that handouts may not be available on short notice; I would need about ten days notice to guarantee handouts):

THE IOWA COLLECTION

What can be accomplished photographically during a four day trip to the Cornhusker State?



Midwest Old Threshers 2019 Reunion Tour: The Midwest Old Threshers Reunion started in 1950 and this Labor Day event has been entertaining people ever since. See what it is all about as the Cavalcades of Power, the three foot gauge Midwest Central Railroad, the Midwest Electric Railway trolley operation and a brief look at some of the other activities that occur each year in Mount Pleasant are reviewed. (172 panels)

Midwest Old Threshers 2019 Reunion in Ten Minutes: Don't have time for the full blown show? Set to the wonderful music of the "Iowa Waltz" is a timed presentation that shows the steam tractor cavalcade, the three foot gauge Midwest Central Railroad and the Midwest Electric Railway trolley operation. (73 panels)

The Midwest Old Threshers 2019 Reunion Cavalcades of Power: This is a more detailed presentation on the four parades that are held every noon during the reunion. First comes the horses, then motor vehicles, antique farm tractors and implements; all followed by one of the best showings of steam tractors and steam traction engines that can be had. This part of the Reunion touches its very roots. (118 panels)

The Midwest Central Railroad: One of the most popular attractions at the Midwest Old Threshers Reunion is the three foot gauge railroad line that circles the grounds. See steam locomotives from logging railroads in both Virginia and California! Briefly touched in the Tour and Ten Minute shows, this presentation goes in depth to cover much more of the rolling stock that is in service on the line. (76 panels)

THE IOWA COLLECTION

The Midwest Electric Railway: This is definitely not a trolley museum. It is a rapid transit railway that works four to five days of the year to move individuals from the vast campgrounds surrounding the Mount Pleasant grounds of the Midwest Old Threshers Reunion to the showgrounds. It is an incredibly busy operation that just happens to use antique trolley and interurban cars. (60 panels)

Besides these five presentations, we also have two slide shows listed in our agricultural category showing hay baling and a wood veneer mill in action that were photographed in Iowa. Under the electric traction category there is coverage of the Fenelon Elevator Company in the presentation on **Funiculars**; yes, there is a funicular hill climbing railway in Iowa!



A Slice of Southeast Iowa's Railways: Multiple visits to the Midwest Old Thresher's Reunion led to an interest in the railroads around Henry County, Iowa. This led to two trips to photograph what was and is in this area of the railroads in this part of southeast Iowa. It was once said that you could not walk more than 10 miles without finding a railroad track in the Hawkeye State and this show backs up that supposition. This presentation

has 278 panels and takes an hour to present.

DENVER AND RIO GRANDE WESTERN RAILWAY NARROW GAUGE

On October 28, 2019 a good friend of mine gifted me with five hundred vintage slides of the Colorado narrow gauge lines. I have converted these 35 millimeter beauties into digital images; there is a little damage here and there on these images but there is a wonderful portrayal of the Denver and Rio Grande Western, Rio Grande Southern, and just a little of the Colorado and Southern narrow gauge lines. To complete the coverage, I have added some images from a few additional sources. There are a total of four presentations created from this treasure trove. (See the **C&S Narrow Gauge Lines** presentation on the next page for the fourth.)



D&RGW Narrow Gauge through the Cameras of Richard Kindig and Richard B. Jackson 'The Northern System': Using a photographic collection of the works of these two well known photographers Ed Koehler has created both a history lesson and a photographic exploration of the Monarch branch with its switchbacks; the 'Old Main Line' to Gunnison; there is a nod to the branches to Baldwin, Crested Butte, and Lake City; and the 'Valley Line'. There is even a connection to the 1939

– 1940 New York World's Fair revealed in this presentation! (138 panels)



D&RGW Narrow Gauge through the Cameras of Richard Kindig and Richard B. Jackson 'The Southern System': Using the format of the 'Northern System' presentation, Ed Koehler presents the San Juan Extension from Alamosa to Durango, the Silverton branch, the Farmington Branch, the Tefft spur and with a nod to the 'Chili Line' to Santa Fe and the 'Valley Line'. (216 panels)



The Rio Grande Southern through the Cameras of Richard Kindig and Richard B. Jackson: This legendary narrow gauge line connected Durango to Ridgeway with a branch to Telluride. Throw in a fleet of seven motorized rail buses, the scenery of Ophir and Lizard Head and you have a must be seen presentation on a generally unknown part of the Colorado narrow gauge story. (183 panels)

DENVER AND RIO GRANDE WESTERN RAILWAY NARROW GAUGE



runs approximately twenty minutes. (80 panels)

A Visit to the Durango and Silverton: Ridden the train to Silverton? Come and relive that adventure and perhaps discover something you missed. This electronic slide presentation is based on a trip over the Durango and Silverton Narrow Gauge Railroad. Never been there? Come and see why you should go. See some of the interesting survivors of the narrow gauge era that still stand in the old mining camp of Silverton. This presentation



twenty minutes. (72 panels)

A Visit to the Cumbres and Toltec Scenic: Take a photographic ride on the Cumbres and Toltec Scenic Railroad, the highest and longest narrow gauge excursion railroad in the United States. See trains battle their way up the 4% grade between Chama, New Mexico and Cumbres Pass, Colorado! See a railroad station dedicated to a U.S. President who was murdered in another railroad station! This presentation runs approximately



Narrow Gauge Rolling Stock of the D&RGW Since 1940: The locomotives, passenger cars, freight cars, and the non-revenue cars that ran over the three foot gauge tracks of the Denver and Rio Grande Western Railroad. (P.S. We have snuck in a few items that disappeared as early as the first decade of the Twentieth Century). This presentation runs about twenty minutes. (77 panels)



locomotive and passenger car used on that connecting train are quite interesting! This presentation runs about an hour. (206 panels)

D&RGW Narrow Gauge in the Twenty-First Century: A combination of the **Narrow Gauge Rolling Stock of the D&RGW Since 1940;** **A Visit to the Durango and Silverton** (with partial music accompaniment) and **A Visit to the Cumbres and Toltec Scenic**. This presentation is greater than its parts as it has a few images of the now gone San Luis and Rio Grande mixed train that connected with the Cumbres and Toltec once a week. The



The Second Run of D&RG 168 July 25, 2021: Denver and Rio Grande Western narrow gauge 4-6-0 number 168 was retired during 1938 after the Lake City branch was abandoned. With sister 169 both locomotives were put on display in Colorado, the 168 in a Colorado Springs park. In 2015 its slumbers were over as the Cumbres and Toltec Scenic Railroad leased the locomotive for restoration and it first ran in June 2021. Join Ed Koehler as he rides the second trip from Antonito to Osier and return. (100 panels)

OTHER COLORADO AND WESTERN RAIL LINES



The C&S Narrow Gauge Lines: The Colorado Central Railroad and the Denver, South Park and Pacific Railroad are names legendary in Colorado railroad history. Both of these lines ended up as a part of the Colorado and Southern Railway. This presentation features forty images from the collection of Richard B. Jackson showing operations on the Clear Creek District which ceased prior to World War II. (132 panels)

OTHER COLORADO AND WESTERN RAIL LINES

(continued)



legendary; the Silverton Railroad, the Rio Grande Southern Railway, the Silverton Northern Railroad; the Chesapeake Beach Railway and the Silverton, Gladstone and Northerly Railway. (111 panels)



Narrow Gauge West from Denver: This is a photographic visit to the Colorado Railroad Museum; the Georgetown Loop Railroad; and the Leadville, Colorado and Southern Railroad. This show has recently been expanded so that it features more of the rolling stock exhibits at the Colorado Railroad Museum including the operation of a steam locomotive at the site. (144 panels)



A Business Trip to Denver 2006: This is an excellent presentation for a first time viewer of Colorado railroad history as it visits or shows no less than six of the famed ten railway sites in the Centennial State. What can a rail enthusiast do when he has two weekends while on a job assignment in Denver to fill? Faced with such an opportunity, I took a camera along to record it! See a steam locomotive in action at the Colorado Railroad Museum, a very short lived steam locomotive restoration on the Devils Gate High Bridge and the remains of the standard gauged Colorado Midland Railroad – Midland Terminal Railroad between Colorado Springs and Cripple Creek. (156 panels)



A Colorado Smorgasbord: This is a group of presentations that can be combined in a longer presentation or stand alone as a shorter subject.

- **Colorado Midland – Midland Terminal** (with a little Florence and Cripple Creek and Colorado Springs and Cripple Creek District thrown in! (51 panels)
- **Colorado Railroad Museum – Georgetown Loop – Leadville, Colorado and Southern:** A quick tour of the Colorado Railroad Museum

followed by a trip over the Georgetown Loop Railway and the Leadville, Colorado and Southern; three rail oriented tourist sites with connections to the Colorado and Southern. The portions of this presentation can be separated if wanted. (144 panels)

- Other parts of this menu can be found under the Denver and Rio Grande Western Railroad Narrow Gauge.



The Railfan Aspects of an Alaskan Cruise Vacation: coverage of both the Alaska Railroad (Anchorage to Denali and diesel roster) and the White Pass and Yukon Route (Skagway to Whitecross, some equipment coverage) from the vantage point of a railfan on an Alaskan Cruise. This is an electronic slide show and lasts about an hour. (143 panels)

PENNSYLVANIA RAILROAD



The New York Division of the Pennsylvania Railroad: This is a combination of some late 1950 era black and white images; some color images from the 1973-1974 period, and a wonderful group of aerial photographs from the Library of Congress; all used to tell the story of the Pennsylvania Railroad's New York Division between Sunnyside Yard and Trenton, New Jersey. Be sure to look for a picture of Sunnyside Yard when it was powered by third rail and a cameo appearance by the Long Island Rail Road in New Jersey! (123 panels)



Steam and Electric Locomotives of the Pennsylvania Railroad: This is a PowerPoint® presentation consisting of traditional black and white images of steam locomotives operated by the Pennsylvania Railroad. Also included is a look at the subsidiary Long Island Road whose locomotives were brought into the Pennsylvania Railroad classification system. There may be a few surprises in the steam locomotive part of this presentation with a 2-6-2 passenger express locomotive, a narrow gauge 2-6-0, and a camelback; all from the PRR roster. There is a separation of PRR motive power designs pre 1925 and post 1938 in this slide show. Also covered is the development of electric locomotives on the 'Big Red Subway' showing that it wasn't always just GG-1's. One critic has dubbed this presentation 'Pennsy 101: a good introduction to the 'Standard Railroad of the World''. (184 panels). Note that this presentation is also available with only the steam locomotives (132 panels) or only the electric locomotives (57 panels).

LONG ISLAND RAIL ROAD

As a rail enthusiast that was born and raised on Long Island, my first interest has always been the Long Island Rail Road. Having photographed it extensively in the 1970's I have put together two presentations that cover the history of the East End of the Island and the Western Electric Zone. I am currently working on two additional presentations to cover the entire Long Island Rail Road.



monorail! (170 panels)

The Railways of the East End of Long Island: This is a PowerPoint® slide show focusing on the Long Island Rail Road mainline east of a Port Jefferson to Patchogue line. Seen and discussed will be the Mainline, the Montauk branch and the Wading River branch emphasizing its planned connection to the Manorville to Sag Harbor trackage. This presentation starts with the **non** LIRR operations on the east end of geographic Long Island including a



The Electrification of the Long Island Rail Road 1905 to 1955: This is a mostly black and white PowerPoint® slide presentation on the west end electrification of the Long Island Rail Road from 1905 to 1955. There is an emphasis on abandoned lines and services to Rockaway Beach, Whitestone, and Mitchell Field in this presentation. This is a discussion of how one of the busiest railway electrifications got to where it is in its 50 years of operation. This presentation lasts about an hour. (193 panels)

Also available is a short presentation entitled **Multiple Units of the New York City Area**, it is designed to accompany the Long Island Rail Road 1905 to 1955 presentation and place the Long Island Rail Road's equipment in the context of the other railroads in the region during presentation's time span. (20 panels)

LONG ISLAND RAIL ROAD

The Motive Power History of the Long Island Railroad October 1898 to October 8, 1955: With the LIRR using a numbering scheme introduced during October 1898 to make sense; this seems a good time to begin a class by class discussion of Sunrise Trail steam power taking it right up to its final official day of October 8, 1955. This presentation then takes a quick view of steam locomotive history on geographic Long Island right up to the present day. This show is often presented with a very soft request for viewers to donate to the efforts to restore former LIRR class G5s locomotives 35 and 39 but these three images can be eliminated if wanted. (195 panels)



The Motive Power History of the Long Island Railroad October 8, 1955 to the Present Day: This presentation continues the story of the motive power history of the Long Island Rail Road from the end of steam locomotion to the present day use of push pull trains. Also covered are the electric locomotives rostered by the LIRR and the roster of the New York and Atlantic. (135 panels).

- Both of the Long Island Rail Road motive power shows can be combined into a single presentation.



Finding Long Island Railway History in Strasburg, Pennsylvania: Been to the Oyster Bay Railroad Museum; the Railroad Museum of Long Island and still looking for evidence and artifacts of Long Island Rail Road history? Well a great place to do this is the Railroad Museum of Pennsylvania in Strasburg where there is plenty of Long Island Rail Road related history if you just take a little bit longer look at some of the exhibits. Join Ed Koehler as he explains the significance of many of the museum's exhibits in the context of the Long Island Rail Road and the other railroads on Long Island. (105 panels)



Behind the Yellow Door: A very brief view of the construction of the new station that will be the terminal of the East Side Access Project. The most expensive government project to date. This facility is designed to serve the Long Island Rail Road in the future but we have a train arriving in the station during our visit! (25 panels)



Shortline Railroads of Long Island: Yes, there are other railroads on geographic Long Island besides the Long Island Rail Road. Originally conceived as a 'commercial' for the book **SHORTLINE RAILROADS OF LONG ISLAND** by Harold Fagerberg and Edward M. Koehler Jr.; this presentation is slowly being expanded with images not in the book to provide more of an overview of these five interesting little railroads. Find out what BEDT, NYD, Bush, SBK, and JSC mean. Discover the Wallabout Terminal area! (22 panels).

A HISTORY OF NARROW GAUGE RAILROADS

Stitching together five of the presentations in this catalogue, a history of narrow gauge railroad milieu can be reasonably created. This material is not meant to be projected in a single night, it is suggested that it be presented on a weekly or monthly basis. Each part can stand on its own.

PART 1 – ORIGINS IN THE NORTH WALES SLATE INDUSTRY: In this part of the History of Narrow Gauge Railways we go to North Wales and the Festiniog Railway where the first known application of narrow gauge railway track was made. Discover the delightful fable of how the distance between the rails was determined. In this presentation we will visit the Festiniog Railway which now hauls passengers instead of slate; it had a few financially bad decades between the 1930's and the 1950's but it has roared back; even building new locomotives. Oh, and did we mention that it uses **articulated** steam locomotives? Foreign narrow gauge not your thing? The line does roster a World War I era diesel mechanical locomotive built by the Baldwin Locomotive Works in Eddystone, Pennsylvania.

PART 2 – TWO FEET IN THE PINE TREE STATE: The narrow gauge technology developed in North Wales was adopted on this side of the Atlantic Ocean in New England. See how one man virtually put his mark on a segment of the rail industry in an entire region. We are proud to say that this part of the History of the Narrow Gauge doesn't just concentrate on just one line but takes the viewer on a tour of the entire milieu, as close to the present day as one author who lives outside of New England is able to do.

PART 3 – D&RGW NARROW GAUGE THROUGH THE CAMERAS OF RICHARD KINDIG AND RICHARD B. JACKSON 'THE NORTHERN SYSTEM'

PART 4 – D&RGW NARROW GAUGE THROUGH THE CAMERAS OF RICHARD KINDIG AND RICHARD B. JACKSON 'THE SOUTHERN SYSTEM'

In these two presentations we visit the fabled 'Narrow Gauge Circle' of the Denver and Rio Grande via a wonderful collection of vintage images. A Part 5 may be added to supplement this material and bring the Colorado story up to the 21st Century

- An additional **Part 5** featuring the rolling stock of the D&RGW and the East Broad Top before the recent infusion of capital is also available.

ONE THAT STANDS ALONE!



Three Days in Cass, West Virginia: What happens when a rail enthusiast returns to a venue after a 48 year absence by buying a ticket for a three day photo charter? See the answer when Ed Koehler visits the Cass Scenic Railroad for three special days of trains run for the photography group only. Shays, a Heisler and a Climax all contribute to this wonderful collection of geared locomotives and West Virginia scenery. To complete

the story and reach Bald Knob, images from a visit in 1973 and another in 2022 have been added into the mix. (333 panels, runs about an hour due to special effects)

- The presentation **Three Days in Cass, West Virginia** can be split into two parts, the first and third days as **A Day Out with Heisler Number 6 – A Day Out with Climax Number 9** which focuses on the Durbin and Greenbrier Valley Railroad between Cass and Durbin, West Virginia. This show has a Climax, a Heisler, and a Shay (pulling a passenger car!) along with a General Electric 44 ton diesel electric; all in late fall foliage. (147 panels). The second part, based on Day 2 of the photo charter, is entitled **A Trip on the Cass Scenic Railroad** and has a lot of Shay locomotive action due to video inserts. (194 panels).



A Visit to Cass, West Virginia – The Community: Many of us have ridden the Cass Scenic Railroad located in West Virginia and revel in its' steam powered geared locomotives. But how many of us have explored the history and structures of the community that developed hand and hand with the mill and the railroad? This 156 panel presentation attempts to fill that knowledge gap.

NEW YORK, ONTARIO AND WESTERN RAILWAY

When the New York, Ontario and Western Railway was shut down by the Courts on March 29, 1957 it became larger than life in the minds of many rail enthusiasts. A survey once found it the third most popular railroad among enthusiasts on Long Island; twenty-five years after it ran its last train and nowhere near where it ran. In March 2017 it will be the Sixtieth Anniversary of the shutdown of this now almost mystical railway. Fortunately, through the combination of my images and images secured from other sources I can offer full coverage of the entire NYO&W. All four of these presentations begin at Weehawken, New Jersey but each features a different opening sequence.



The Southern Division of the New York, Ontario and Western Railway to Walton: A PowerPoint® slide presentation featuring 'then and now' images of the abandoned NYO&W which once linked Weehawken, New Jersey to Oswego, New York with a major branch to Scranton, Pennsylvania. This presentation covers the mainline between Weehawken and Walton, New York. This presentation runs about an hour and has significant focus on

both Middletown and the Sullivan County areas. (125 panels)



North of Walton on the New York, Ontario and Western Railway: A PowerPoint® slide presentation featuring 'then and now' images of the abandoned NYO&W which once linked Weehawken, New Jersey to Oswego, New York with a branch to Scranton, Pennsylvania. This presentation covers the mainline between Walton, New York and Oswego, New York. This presentation runs about an hour and features)

some on-train movies of the NYO&W and a tour of the railroad stations of Oswego, NY. (110 panels).



The Scranton Division of the New York, Ontario and Western Railway: A PowerPoint® slide presentation featuring 'then and now' images of the abandoned NYO&W Scranton Division which once linked Cadosia, New York to Scranton, Pennsylvania. There is also coverage of the Capouse branch partially surrounding Scranton, Pennsylvania. A tour of some of the railroad station buildings in Scranton is connected to this presentation. (128 panels)



The Branch Lines of the New York, Ontario and Western Railway: This is the show that asks the question: Can you switch an industrial track with an F3? and then answers it. This PowerPoint® slide presentation features 'then and now' images of parts of the abandoned NYO&W. This presentation covers the Port Jervis, Monticello, and Kingston District; the Delhi branch; the New Berlin Branch; the Utica Division and its Rome Branch; and the almost mythical Auburn branch of the New York and Oswego Midland.

This presentation has recently been upgraded with thirty additional images. (164 panels)



NYO&W 60: March 29, 2017 marked the 60th Anniversary of the shutdown of the New York, Ontario and Western Railway. This presentation was designed to commemorate this event with coverage of a trip from Weehawken to Norwich and then a video of a milk train operating from Oneida to Sidney. The second section of this show has six images of one of the last trains in the Cadosia – Norwich area while the third section has

images of the aftermath of the shutdown. (167 panels.) This presentation is also available under the title **The Lost Railroad of New York State.**

PIERCING A RAILWAY TIME CAPSULE

*What was it like to see a horse drawn street railway in operation?
Interurban railways died out in the 1920's, what were they like?*

The Isle of Man is known to modern music fans as the birthplace of the Bee Gees, philatelists often prize the latest release of Manx Post; and the island is legendary to motorcycle enthusiasts. Located in the Irish Sea midway between Dublin and Liverpool is a 15 mile wide by 35 mile long island that has supported as many as fifty railways in the last 200 years! The Isle of Man hosts a horse drawn railway, an electric interurban, a Fell rail rack railway, and two re-created steam powered railways. Oh, and did we mention it is all narrow gauged? The islands isolation, politics, and local economics have created a present day time capsule of Victorian and Edwardian era railways that answer the above posed questions.



A Horse Powered Street Railway: Unbelievably there is still a horse drawn street railway operating in this world! The line celebrated 140 years of service during 2016! The last horse drawn street railway in the New York City area expired circa 1919. Ed Koehler takes you on a quick trip to the town of Douglas to visit this living relic from the era when many communities took pride in having a horse drawn street railway for their local transportation. This presentation also addresses the treatment of the equines. (57 panels)



An Interurban Railway in the Twenty-First Century: The electric interurban railroad died out in the United States between the mid 1920's and 1960. Surprisingly there is still an interurban operating in the English speaking world as this is written and as an added bonus it is narrow gauge and the equipment designs dating from the 1893 to 1906! A separate division with a different gauge operates a mountain climbing railway. Both divisions along with a now abandoned cable operated section are portrayed in this presentation. (126 panels)

- The above two presentations are generally shown together under the title **A Horse Railway Connects with an Interurban.**



The Isle of Man Steam Railways: The Reverend W.W. Awdrey based his series of books on actual operating narrow gauge lines, many of which are still in seasonal service. One of these lines is the Isle of Man Railways a part of which is still with us and still steam powered. The Isle of Man Steam Railways is the crown jewel of the railways remaining on the island. This thirty minute electronic slide show includes both the current operating line and views of the now abandoned lines to Peel and Ramsey. (98 panels)



Minor Railways of the Isle of Man: This short presentation explores the 'other railways' located on this small island include two railways that have been re-instated, one a 19 inch gauge line that served a lead mine; the other a two foot gauge line that actually goes 'Uphill to the Sea!' Finally there is the trolley line that was once owned by a subsidiary of Baltimore Transit. This presentation runs about twenty minutes. (79 panels)

- **Combined Isle of Man Railways (The Steam Railway) and the Minor Railways of the Isle of Man:** This is a combination of The Isle of Man Steam Railways and the Minor Railways of the Isle of Man. (176 panels)
- **Piercing a Railway Time Capsule:** This is a combination of all four presentations on the railways located on the Isle of Man. (354 panels)

ELECTRIC TRACTION

Trolley cars in the United States, Tram cars in the rest of the world!



Celebrating the Electric Street Railways of the United Kingdom: On September 13 and 14, 2014 the National Tramway Museum in Crich, Derbyshire celebrated the 50th Anniversary of their operation of electric tramcars. This electronic slide presentation features the two days of events plus a tour of the facility. This presentation has the advantage of encapsulating the history of tramway (trolley) car design up to 1960 in the United Kingdom with a few foreigners thrown in to boot. Be sure to look for the car from New York City and the Philadelphia designed car from Portugal. (69 panels)

- A short 7 minute presentation, entitled **British Tramway History** which illustrates the development of the tram (trolley) car in the United Kingdom (set to music) is available! This presentation uses some of the same illustrations as the previous presentation.



Two hours with a tram car in Lisbon, Portugal: While I can't supply you with a glass of the local Port wine or a delicious cream filled pastry; I can take you on a short tour of the tramway operated by the Companhia Carris de Ferro de Lisboa in the Portuguese capitol city. (48 panels)



Funiculars!: This presentation visits all of the five classic design operating funicular railways in the United States (including one in Dubuque, Iowa!), two located in the United Kingdom, and one in Italy that inspired a beloved song. This is a story of railroading on a very steep angle. (225 panels)



Operating Trolley Museums in Pennsylvania: There are currently three operating trolley museums in the Commonwealth of Pennsylvania. This presentation visits all three during festival days in order to feature the best appearing and operational trolley cars in the station. Besides the three operating museums there is also coverage of the long gone (1972) Magee Transportation Museum in Bloomsburg. Come ride a trolley but be

warned that the state song of the Commonwealth of Pennsylvania is performed during this presentation. the past and future of street transportation. (312 panels due to some special effects)



Please note that the **Operating Trolley Museums in Pennsylvania** presentation is also available in segments featuring each of the museums; the **Pennsylvania Trolley Museum** in Washington, Pennsylvania; the **Rockhill Trolley Museum** in Orbisonia/Rockhill, Pennsylvania; and the **Electric City Trolley Museum** in Scranton, Pennsylvania. A segment on the **Magee Transportation Museum** in Bloomsburg is also available but is rather short.



The 80th Anniversary of the Seashore Trolley Museum: On July 6, 2019, the second most famous resident of Kennebunkport, Maine celebrated their 80th Anniversary. Many museums have not stood up to the test of time, but the Seashore Trolley Museum is hale, hearty and thriving. A visit here is well worth your time but if you can't make it, this presentation is either a worthy substitute or will whet your appetite to go 'Down East'. (76 panels)

ELECTRIC TRACTION

(continued)



The National Capitol Trolley Museum – Surviving Two Disasters! This presentation visits the National Capitol Trolley Museum located outside of Washington D.C. before the disastrous car barn fire and before the State of Maryland condemned a part of their grounds. It then returns to this Museum after it has been rebuilt. (83 panels) Also available is the **National Capitol Trolley Museum 2018 International Festival of Trolleys** which features the best cars operating at the Museum, including a 'boat' from Blackpool, England. (37 panels)



Baltimore Streetcar Museum: This presentation consists of a series of 35mm slides that have been converted to digital images that portray a series of visits to the Baltimore Streetcar Museum from about twenty years ago. (It is hoped that additional, more current images will be added to this presentation in the future.) View a wonderful collection of the streetcars that served the city of Baltimore in the city of Baltimore! (69 panels)



One Day – Two Organizations – San Francisco August 31, 1974: Attending the National Railway Historical Society Convention held in San Francisco I rode an enthusiast trip over the trolley system which is located in the 'City by the Bay'. Long overshadowed by the cable cars (which are also briefly covered [how could I not!]) this presentation pays homage to the San Francisco Municipal Railway. (124 panels)



Some Glimpses of the Pennsylvania Trolley Museum 2021: Trolley cars and Interurbans once supplied transportation services for residents of many areas. In current days this function has almost been entirely lost; but there is one outlier! Every year the Pennsylvania Trolley Museum provides a shuttle service between a parking lot and the Washington County Agricultural Fair. Join Ed Koehler as he shows how this service was operated during three of these days in 2021. Also, as a part of this program is coverage of the construction taking place at the East Campus of the Museum. (204 panels)



A Quick Tour of the Pennsylvania Trolley Museum and the 2022 Trolley Fair: This presentation starts off with a quick photographic tour of the Pennsylvania Trolley Museum in Washington, Pennsylvania and then focuses in on June 4, 2022 and the parades of the Trolley Fair. Within this show is a presentation of a line car, a rail mounted crane and a side dump car in operation! The whole presentation has 157 panels. It is also available in parts, one featuring **A Quick Tour of the Pennsylvania Trolley Museum** (54 panels) and the other **The 2022 Trolley Fair** (105 panels). In a hurry, we have a version of **The 2022 Trolley Fair** that takes less than 5 minutes (55 panels).

- Besides the programs listed under this category, two of the presentations listed under "Piercing a Time Capsule" entitled **A Horse Powered Street Railway** and **An Interurban Railway in the Twenty-First Century** also feature subjects within this category. The **Midwest Electric Railway** presentation shown in the Iowa collection would also be of interest.

NORTH WALES NARROW GAUGE, UNITED KINGDOM

Many rail enthusiasts and modelers are fans of narrow gauge railways. But how many of them know why and where the genre was created? With this series of programs set in North Wales we visit the birthplace and see what has become of these 'Little Wonders'. This material is certainly required viewing for any enthusiast of the genre.



The Festiniog Railway – The Birthplace of the Narrow Gauge: Narrow gauge

railways have long fascinated rail enthusiasts, historians, and economists for many reasons. But where was the genre created? Surprisingly one of the birthplaces of the narrow gauge, the Festiniog Railway in north Wales not only survives but has thrived! This presentation first reviews the history of the line and then takes the viewer on a photographic tour of this

historically important railway and its articulated Fairlie type locomotives. (130 panels)



Porthmadog, The Minor Narrow Gauge Lines: Porthmadog in north Wales is well known in the present as the home of the Festiniog Railway and the reinstated Welsh Highland Railway but in the Nineteenth Century there were three additional narrow gauge lines that served this community and remnants of these early lines are not only discernible but could be considered spectacular! Learn what the names Cob Tramway; Tremadoc

Tramway; Gorseddau Junction and Portmadoc Railways and the Croesor Tramway stand for! (36 panels) [Usually this presentation is teamed with either the Festiniog Railway or the Welsh Highland Railway presentation.]



The Welsh Highland Railway: Who would think that a narrow gauge railroad shut down in the late 1930's and removed by the government during World War II had any chance of survival? Who would think that steam locomotives from South Africa would thrive in Wales? In this presentation the histories of the current Welsh Highland Railway, Limited and the Welsh Highland Heritage Railway are traced. The Welsh Highland

Railway is becoming an

The Other Surviving Narrow Gauge Lines in North Wales: Besides the Festiniog and Welsh Highland there are several other historic narrow gauge lines and a funicular railway that should receive some attention. Tal-y-llyn Railway; Narrow Gauge Museum; Welshpool and Llanfair Light Railway; Snowdon Mountain Railway; Vale of Rheidol Light Railway; Great Orme Tramway; Welshpool and Llanfair Railway; and the Corris Railway are

featured in this presentation. As the Reverend W.W. Awdry was a volunteer on one of these lines, this presentation touches on two of the memorials to him. (222 panels)

The Narrow Gauge Railways of North Wales: This presentation combines all of the North Wales narrow gauge presentations listed immediately above. At 503 panels this is a very long show but it is **very** complete. Note that any combination of the above four presentations can be made available.



Some Additional Welsh Heritage Railways: While the railways covered in the above presentations have a long history; there are some additional rail lines built by enthusiasts in Wales that are worthy of attention. In this show we visit the Llanberis Lake Railway; the Llangollen Railway; the Bala Lake Railway; and for the fun of it, the Fairbourne Miniature Railway; tying all of these lines together with the history of some of the rights of way that

they occupy. There is also a quick look at the National Slate Museum. (195 panels)

EASTERN RAILROADS



An Eclectic Eastern Railway Survey: This presentation mostly uses images collected by Edward M. Koehler Jr. during the 1970's. It is a brief visit with the Central Railroad of New Jersey, the Lehigh Valley Railroad, and the Erie Lackawanna Railroad; all of which disappeared into Conrail. Go back to the days before all the locomotives turned 'blue'. The script of this presentation is currently being worked on, but the slides are all present and accounted for. Look for cameo appearances by the Lehigh and Hudson River Railroad and the Lehigh New England Railroad. This presentation ends with a quick trip over parts of the Delaware and Hudson Railroad. (178 panels)



East Broad Top Railroad and Coal Company: Blending a series of photographs taken in 1974-1975 with some more current images of the now shut down Pennsylvania narrow gauge railway this presentation bridges the 'gap' between the Colorado narrow gauge lines and the two foot gauge lines up in the State of Maine. Explore the history of this coal hauling line which shut down in the 1950's; it was revived as tourist railroad and is now mothballed with a strong preservationist effort to get it back into service. (161 panels)

- A related presentation on the 'coal patch' community of **Robertsdale** located at the end of the East Broad Top's mainline is available. It is an extract from my presentation of several coal patch communities in the Commonwealth of Pennsylvania. (44 panels)

THE STRASBURG SUITE



Lancaster County's First Steam Attraction: Most railfans assume that the Strasburg Rail Road is the oldest and only steam operation in Lancaster County, Pennsylvania. Not so! The Rough and Tumble Engineers Historical Society dates back to 1948 and have provided a wonderful exhibit of steam operated equipment going on to seventy years! Every afternoon during their annual Threshermen's Reunion they have a 'Parade of Power' that has to be seen at least once in a lifetime. Think steam locomotives without rails! (206 panels)



Strasburg – The Rail Road: The Strasburg Rail Road has become a great tourist site and an economic engine that has attracted other railroad related attractions to its area. In this presentation we take a look at the Strasburg not as a tourist line but as an operating railroad. Yes, images of all of the steam locomotives are in this show; but so is coverage of their freight and passenger cars. You have probably ridden the Strasburg; now get to know the Strasburg as a 'real' railroad. (127 panels)

There is a companion presentation entitled **Strasburg Rail Road in Nine Minutes** that reviews the line and roster of the Strasburg Rail Road in nine minutes while set to music. (124 Panels)



What Ever Happened to the Next Strasburg: After the success of the Strasburg Rail Road in the early 1960's every other tourist railroad promoter announced that their line was going to be the 'next' Strasburg Rail Road in terms of success. Unfortunately, only the Strasburg is the Strasburg and the others have had limited success. In this presentation, after a short review of the Strasburg we take a look at the Wanamaker, Kempton and Southern in Berks County, Pennsylvania and the Willow Grove Steam Railroad in Mechanicsburg, Pennsylvania. Looking at these properties fifty years on creates an interesting viewpoint of the 'next' Strasburg. (179 panels)

THE STRASBURG SUITE

(continued)



Railroad Museum of Pennsylvania: This presentation is a tour of the rolling stock collection of the Railroad Museum of the Commonwealth of Pennsylvania which is located across the street from the East Strasburg station of the Strasburg Rail Road. It is arguably one of the finest displays of railroad equipment on the East Coast. Join with Ed Koehler as he discusses the exhibits. (117 panels)



Cousin Thomas Takes a Vacation in the Pennsylvania Dutch County: Did you know that Thomas the Tank Engine ® has an American cousin? Join Ed Koehler trackside at the Strasburg Rail Road as he documents the phenomenon that occurs twice a year in Lancaster County. This is a rather short show, only twenty-three panels and is aimed at the much younger set. Do look for Amtrak to make a cameo appearance in this

presentation. Do note that at the first three scheduled presentations at the Railroad Museum of Long Island this show had to be shown nine times to accommodate the attendees for the three scheduled performances.

- Also, a part of the Strasburg Suite is the presentation **I am a Long Island Rail Enthusiast, Why Should I go to Strasburg?** Details can be found under the Long Island Rail Road related presentations.

AGRICULTURAL RELATED PRESENTATIONS

This is a series of short PowerPoints® that document the agricultural work going on. The photography for these presentations was done at either the Rough and Tumble Engineers Historical Society in Lancaster County, Pennsylvania or the Midwest Old Threshers and Settlers Association in Mount Pleasant, Iowa. Each one of these slide shows last less than three minutes.

- Blacksmithing (113 panels many at one second a panel; at Rough and Tumble)
- Corn Shelling (81 slides, many at one second a panel; at Rough and Tumble)
- Saw Milling (61 panels, many at one second a panel: at Rough and Tumble)
- Shingle Milling (26 panels, many at one second a panel; at Rough and Tumble)
- The Trains (31 panels; at Rough and Tumble)
- Threshing (98 panels, many at two seconds a panel; at Rough and Tumble)
- Veneer Mill (26 panels; many at one second a panel; at the Midwest Old Threshers)
- Hay Baling (55 panels; many at one second a panel; at the Midwest Old Threshers)



Steam Locomotives Sans Tracks: We are all familiar with railroad steam locomotives running on tracks, but from 1886 until 1943 a number of manufacturers built steam tractors, steam road engines and steam road rollers to serve the needs of business and industry. Using visits to Thresher's Reunions, Ed Koehler brings together a collection of these steam dinosaurs along with a brief discussion of their builders. (229 panels)

Also see the **Cavalcade of Power** presentations available under the **IOWA COLLECTION** heading where a fine collection of steam tractors and farm machinery are featured. The presentation **Lancaster County's First Steam Attraction** listed under **THE STRASBURG SUITE** collection which features the Parade of Power presented by the Rough and Tumble Engineers Historical Society also has much agricultural material in it. (206 panels)

FIREMATIC PRESENTATIONS

Who hasn't turned and watched a big red truck with the siren blaring as it traveled down the road? There is a science to extinguishing fire and these presentations show some of the major tools used in these and related endeavors. Handouts for the parade programs basically consist of a list of the apparatus participating in the event and some history coverage of the host fire department or fire company.



The 26th and Last Fire Expo Parade: Firehouse Magazine® has sponsored Fire Expo® for many years, usually in the City of Baltimore. For the first twenty-six years this three day trade show was followed by a parade of current and antique fire apparatus. The 26th Annual Event on July 26, 2009 was no different, except when it came time to organize the event for 2010 too many issues conspired to end this event. Join Ed Koehler on

Key Highway as what proved to be the last of these events rolled by his camera. (94 panels)



The 125th Anniversary Parade of the Citizen's Hose Company of Smyrna, Delaware: This parade was held on May 12, 2012 after being rescheduled from October 29, 2011 due to the occurrence of Super Storm Sandy and a blizzard a week later. Despite this ominous birth this rescheduled parade featured a wonderful assortment fire apparatus from Kent County, Delaware and the surrounding areas. The viewer will get a good

sense of what the fire trucks in the Delmarva Peninsula area look like. (144 panels)



The 100th Anniversary of the Allendale Fire Department, Allendale, New Jersey: To celebrate their first century in service to the community the Allendale Fire Department celebrated by hosting the 82nd Annual North Jersey Firemen's Association Parade on May 22, 2010. This presentation has a fine selection of fire trucks from Bergen, Passaic, and Morris Counties. (111 panels)



The 107th Annual Cumberland Valley Volunteer Firemen's Association Convention Parade: This event was held in Berkeley Springs, West Virginia on August 2, 2008. This is not the coal country of West Virginia nor the mountains of the Hatfield's and McCoy's; but a resort community that once entertained the likes of George Washington and other National Capital elite. See a sampling of the fire apparatus that protects this

region which includes parts of Maryland, Pennsylvania, and Virginia along with those from the Mountaineer State. (56 panels)



A History of Fire Apparatus featuring Long Island Fire Trucks: Starting with the Great Fire of London and ending with some typical fire apparatus responses in 2019 Ed Koehler covers the history of fire trucks from hand, horse, steam powered, and internal combustion. This presentation was used at the Railroad Museum of Long Island to help introduce a new LIRR hose house exhibit and was praised by a number of firefighters who

viewed this presentation. (195 panels)

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FOR THE RAILWAY MODELER

As a board member of the Sunrise Trail Division, National Model Railroad Association ("NMRA") I have delivered 'clinics' at both the Division and Region levels of the NMRA. And that is despite the fact that I am not a modeler!



operation of container trains. (62 panels)



years of the Twentieth Century. Visit Eckley, Robertsdale and two communities built by the Coleman and Weaver partnership through this presentation. (159 Panels)



Modern Rail Freight Handling Facilities on Long Island: Taking advantage of a tour of the Brookhaven Rail Terminal; a trip over the New York and Atlantic Railway's Bay Ridge branch; and a quick look behind the fence of the construction debris loading facility in Farmingdale, Ed Koehler has crafted a presentation about loading and unloading freight cars in the Twenty-First Century in a location where track clearances do not allow the

The Town at the End of the Line – 'Coal Patch' Communities: Coal was wealth; but the men who extracted it from the ground were far from wealthy. Join Ed Koehler as he explores several 'coal patch' communities in the Commonwealth of Pennsylvania. These were communities built by the coal companies themselves to house their miners. The presentation features mining communities that date from the late 1850's up to the early

Firefighting and Your Model Railroad: This presentation looks at how firefighting is portrayed on model railroad layouts. It starts with a historical review of firehouses and then looks briefly at the history of fire trucks. It concludes with some scenes of live fire ground action and a discussion of some points to keep in mind when attempting to model these buildings, vehicles and incidents. (208 panels)



The Vintage Backyard: yes, we have often modeled houses but did you ever give a thought to how that house should be set into proper time sensitive scenery? This is not a 'time police' type of clinic; it is not even a how to build something clinic; rather it is an exposure to prototype subjects that is intended to stimulate your modeling ideas. (Outhouses are only a minor piece of the vintage backyard.) (56 panels)

A FEW NOTES

All of these presentations are usually accompanied by handouts and/or reading lists. A copy of the handout can be made available electronically during the discussions for a booking. For the **Long Island Rail Road 1905 to 1955 Electrification** presentation a larger booklet will be made available via an electronic distribution. I have my own electronic projector and laptop computer; I tend to be pretty self-sufficient, but I would appreciate knowing that a backup projector might be available if needed. I would be dependent upon you or your organization to provide electricity, a table for the projection system and a screen. And of course, any presentation can be delivered via **Zoom®**.

Please note that length of show times are estimates and are affected by comments and questions presented by the attendees which are taken during the course of the presentation. I have shown the number of panels in each presentation, usually four panels a minute is a good pace for these presentations.

If you have any questions; or if you wish to discuss a presentation or schedule one please call or text Edward M. Koehler at 917-603-4276 or via E-Mail at EdwardMKoehler@nyc.rr.com.

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