On July 31 the Conway Scenic Railroad ran a special train for the Massachusetts Bay Railroad Enthusiasts over Crawford Notch behind Canadian National 0-6-0 #7470 (Grand Trunk Point Saint Charles Shop 1921). It was the first steam up the mountain since 1953. It was also an unusual 82-mile round trip for a switch engine. Here it is crossing the Frankenstein Trestle. Doug Scott photo.
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Directors
Richard Anderson, Northwest Railway Museum, richard.anderson@railwaymuseums.org
Scott Becker, Pennsylvania Trolley Museum scott.becker@railwaymuseums.org
Bob LaPrelle, Museum of the American Railroad, bob.laprelle@railwaymuseums.org
Peter Murphy, Exporail, peter.murphy@railwaymuseums.org
G. Mark Ray, Tennessee Valley Railroad Museum, mark.ray@railwaymuseums.org
Ken Rucker, National Capital Trolley Museum, ken.rucker@railwaymuseums.org
Jim Schantz, Seashore Trolley Museum, jim.schantz@railwaymuseums.org
Jim Vaitkus, Minnesota Streetcar Museum jim.vaitkus@railwaymuseums.org
Kyle Wyatt, California State Railroad Museum, kyle.wyatt@railwaymuseums.org

Officers
President: Bob LaPrelle
Vice President: Scott Becker
Secretary: Ellen Fishburn, secretary@railwaymuseums.org
Treasurer: Ken Rucker, 1313 Bonifant Road, Silver Spring, MD 20905-5961, ken.rucker@railwaymuseums.org

Committees
Renewal Parts: Rod Fishburn, Chair, parts@railwaymuseums.org

Staff
Suzanne Grace, Executive Director, 1016 Rosser St., Confers, GA 30012 scg@lagniappeassociates.com
Aaron Isaacs, Editor, 3816 Vincent Ave., S., Minneapolis, MN 55410, rmq@railwaymuseums.org

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Secretary: Syl Keller, Monticello Railway Museum, Monticello, IL (309) 376-3361 (home)
Treasurer: Alan Barnett: Indiana Railway Museum (812) 936-2405

DIRECTORS
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Steven M. Butler: San Luis & Rio Grande Railroad (262) 853-9662 (cel)
Jeffery D. Jackson: American Heritage Railroads (970) 259-6505
Chris Bertel: Thunder Mountain Line (817) 737-5885
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G. Mark Ray: Tennessee Valley Railroad Museum (423) 240-1480
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Meg Warder: Black Hills Central Railroad (605) 574-2222
Erv White: Grand Canyon Railway. 928-607-1493
Frankie Wiseman: Middletown & Hummelstown RR (717) 944-4435 X-18

STAFF
Executive Director: Suzanne Grace (770) 278-0088 scg@lagniappeassociates.com
Editor: Aaron Isaacs (612) 929-7066, aaronmona@aol.com
Webmaster: Bob Harbison (253) 833-2068
Web site: http://www.traininc.org

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TRAIN AND ARM COMMIT TO MERGER

At the joint annual conference in Chattanooga, ARM and TRAIN confirmed their intent to become a single organization. A straw poll of the attendees taken at the first plenary session was unanimous in favor of merger.

What’s next? The Organization Working Group will determine the final details and legal requirements for the merger over this winter, for approval by the ARM and TRAIN Boards at their Spring 2012 meeting in St. Louis.

In the next six months RMQ/Trainline will be renamed and the ARM and TRAIN websites will be merged. A name for the new organization will be selected.

Next November at the 2012 Annual Conference in Montreal, the formal membership vote will be held to approve the merger. Once that happens, the two Boards will officially become one. During 2013, the combined Board will create a Board election process that will reduce its number to 15 members. Once that is done, the process will be complete.

TRANSPORTATION ENHANCEMENT GRANTS THREATENED

By Aaron Isaacs

Federal Transportation Enhancement grants have been the largest source of grant funding for railway preservation since the program began in 1992. Grants were given under 12 funding categories:
1) Bicycle and pedestrian facilities
2) Bicycle and pedestrian education and safety
3) Scenic and historic land acquisitions
4) Scenic and historic highway programs and welcome centers
5) Landscaping and scenic beautification
6) Historic preservation
7) Rehab/operation of historic transportation facilities
8) Preservation of abandoned rail corridors
9) Billboard removal
10) Archaeological planning and research
11) Highway runoff mitigation and wildlife crossings
12) Establishment of transportation museums

Railway museums have received grants under categories 6, 7, 8 and 12. Transportation Enhancement is just a small part of the law covering all federal transportation funding. The law is reauthorized and modified every few years. This year congressional Republicans have targeted Category 12. Establishment of transportation museums, for elimination. As this is written, the law has passed out of the Senate Transportation Committee minus Category 12, and it seems likely to be eliminated in the final bill.

What does this mean for railway preservation funding? As written, the new law still will fund the following:
- Acquisition of historic sites.
- Historic preservation, rehabilitation and operation of historic transportation buildings, structures or facilities.
- Preservation of abandoned railway corridors.

These three categories are the same as before, and railway preservation has been funded in all three. With the loss of funding specifically for transportation museums, many projects will still be eligible in the surviving categories.

Because the awarding of Enhancement grants is decentralized at the state, county and even local level, it is impossible to know how liberally the remaining categories will be interpreted. For example, will rolling stock be considered an “historic transportation facility”? It has until now.

To take it a step further, will new buildings be funded if their primary purpose is “historic preservation, rehabilitation and operation of historic transportation facilities” (i.e. rolling stock). Both of these options would seem a bit of a stretch, but the folks who approve the grants may not have the same ideological bias as the legislators who passed the law.

REVIVING RELATIONSHIPS

By John Hankey

For the better part of two decades, the railroad industry and Railway Heritage haven’t had much to do with each other. Nothing in particular caused the rift. It was largely a matter of both fields reinventing themselves, and neither taking much time to understand what they had in common and how they could help each other.

The increasingly rare exceptions only highlight how expectations and perceptions have changed. In the 1970s—not that long ago in the 185-year sweep of railroad history—an NRHS chapter or railroad club had a pretty good chance of convincing a Class I railroad to run a public excursion at the ICC-mandated tariff of just shy of 20 cents per car mile, plus locomotive costs.

When Norfolk Southern pulled the pin on its steam excursion program in 1994, perceptive observers understood that a great deal had changed. The rapidly coalescing major systems didn’t want to be bothered with a complicated past and a tribe of unpredictable “railfans.” Their primary audience was Wall Street and a few dozen influential hedge funds and securities analysts. To most of the public, railroading had become background noise, like air travel or 18-wheelers on the Interstate.

Over a couple of decades, the railroad industry came to believe that it didn’t gain much from public engagement. The general public pretty much ignored the railroad industry (except when there was a nasty derailing or passenger train incident). Railroad Heritage circled its wagons and carved out an odd kind of space as an artifact of “American Progress” and nice place to take the kids.

That left almost everyone crosswise with each other, and with a shared future. Is that about to change? That may be the question that shapes the future of a big slice of railroad heritage and preservation.

Part of the answer comes from success. The railroad industry is no longer fighting for survival and foresees a reasonably secure future. Gradually it
dawned on everyone (the FRA, shippers, environmentalists, truckers, Warren Buffett) that the industry has a franchise that is hard to ignore and impossible to beat. Capacity improvements, better operating regimes, and reinvigorated debates about passenger trains and public funding for railroad infrastructure may somewhat change the equation.

Railroad heritage has also been getting its act together. The big institutions (CSR M, Steamtown, IRM, B&O, St. Louis, and a dozen others) made a series of transitions that ensured their survival and at least asserted a reasonable claim to public support and cultural legitimacy. The very structure of Railway Heritage is changing, with the combining of ARM and TRAIN as a prime example. Overall the transformation has been as remarkable as that of the railroad industry itself.

However it happened and whatever the paths, we find ourselves in an interesting position. The railroad industry is reaching out to a variety of audiences in ways we have not seen for several decades. As always, the outreach is based on enlightened self interest and a commercial calculation. That is not a bad thing.

Our world changed when Norfolk Southern Chairman, President, and CEO Wick Moorman told an audience at the R&LHS annual conference that he was, in fact, a railfan. It was a seemingly offhand and collegial remark made before a tiny group of self-identified railfans. But we can assume that a railroader of Moorman’s stature and experience says nothing in public that is truly offhand or casual.

I think what he was doing was making it OK for NS folks to be railfans, too. I remember in the 1970s, when it was acceptable on most big railroads to enjoy your work too much. For an industry in sharp contraction and survival mode, “liking trains” could be dangerous to your career. Railfan-railroaders were very much around. Mostly, though, they were in the closet. Not so anymore.

There have been some remarkable industry initiatives. Even as Canadian Pacific reinvented itself as a corporation and railroad, it hosted Christmas Trains and created an admirable steam excursion program built around Hudson no. 2816. The Indiana Rail Road partnered with the Indiana Historical Society to create the Indiana History Train, an updated version of the traditional railroad exhibit train.

NS changed our world again last year when it agreed with the Tennessee Valley Railroad Museum to host a series of mainline railroad excursions in the vicinity of Chattanooga. They would operate in the spirit of the previous Southern-Norfolk Southern steam program. In today’s corporate climate, a new initiative like this is downright courageous. So: How to respond?

Let’s begin with a few big ideas, like common cause, frankness, and chutzpah.

In the last couple of years, Railway Heritage has opened conversations, reached out to other organizations, and slowly come around to the view that we will have better luck dealing with almost all of our challenges—boosting participation, dealing with regulators, raising money, staying alive as a field—if we coordinate and collaborate. We don’t have to speak with one voice—but we shouldn’t have more than three or four. As the old labor song Solidarity Forever notes, “Yet what force on earth is weaker than the feeble strength of one?”

A measure of frankness will be helpful as we explore how we can work with the Class Is, regions, transit administrations, the FRA, and the other segments of the railroad industry that must always be looking forward, not back. It will be up to us to figure out how we can add value to their business, and just what it is we want from them. What they offer might not be what we need or can accommodate. But honesty and openness will be a good place to start the process.

The chutzpah comes with actually requesting meetings and suggesting an agenda. We don’t really know how the AAR or Short Line Association feel about organized Railway Heritage—we’ve never sat with them to work out the possibilities. ARM/TRAIN began speaking with the American Short Line and Regional Railroad Association last year about possibilities, but so far the conversation has not gone far. That perhaps offers a lesson: When we knock on doors and they swing open (if even a little bit), we need to be prepared to go in.

It is the same with the big railroads. We deal with them in bits and pieces and rarely have the chance to speak with senior folks about the big picture. Sometime soon, our folks need to make the time to visit with their folks and see where we stand. Railroaders being railroaders, I’m certain they will be blunt. We may not want to hear much of what they say. But we won’t know how to move forward until we figure out where we are.

There are interesting, innovative collaborations unfolding out there. Union Pacific still regularly operates two magnificent steam locomotives and is planning a series of Pacific Railroad Sesquicentennial activities across the system (the official start date for the transcontinental railroad was July 1, 1862). BNSF occasionally lets big steam out on the main line, and the crews of engines like the 261 and 763 work expertly not to disappoint. AAPRCo works effectively with Amtrak. Penn State University is partnering with the Altoona Railroader’s Memorial Museum on railroad technology education projects.

Railway Heritage has many friends within the industry, and they will at least listen to what we might say. We have to find the time (and maybe, the courage) to play our hand and show the goods. Railroading will never again be the “godfather” to Railway Heritage. We need to let those days go.

But as potential business partners and mutual supporters? There are possibilities—if we have the courage to go there.

THE MARKET BASKET

By James D. Porterfield

A Taker: With Surprises and Lessons Learned

In the last issue this column opened with a challenge: “Can you top this?” Well, we had a taker. Mark McDowell, one time Chairman of the Marketing Committee for the Midland Railway in Baldwin City, Kansas, wrote to say that when he assumed that title in 1996, the organization had created the committee to respond to a 40% drop in ridership and a 35% drop in revenue over its first nine years. Let Mark explain:

“From the beginning (1988), the Midland compiled two sets of data. A count was kept of the number of riders in four categories of service – the one-time-annually Maple Leaf Weekend, Groups and Specials, the Boy Scout Program, and Regular Passengers.” (Note: This discussion concerns only the effort to impact Regular Passengers. The other three categories are unique and marketed separately) “And one of our volunteers was in the habit of asking passengers how they heard about the Midland and where they came from, and of tallying his findings.”

Alarmed by the ridership fall-off, Midland President Mike Fox and the Board established the Marketing Committee. “To that point,” McDowell says, “we’d used a ‘darts-thrown-at-a-board’ approach to marketing. One year it might be ads in the AAA magazine, the following year, radio, then ads in the local newspaper. The budget might be $2,000 one year, then $4,000 the next. And there was no systematic and consistent attempt to understand our customers.” So he and three other committee members went to work.

“We spent 1997 evaluating the information we had and used that to
draw up a customer survey form to hand out on our trains,” McDowell says. “A non-profit service group in Kansas City assisted us in this. The Association put up $2,500 that was matched 4-to-1. We created the survey form, handed it out to several hundred passengers on our regular runs, collected it as they departed, and followed up in some cases with in-depth interviews.”

They wanted to learn four things:
1. Who are you?
2. Where are you from?
3. Why did you come to our operation?
4. What are you looking for from the experience?

The results of the survey, summarized in a 19-page Executive Summary, offered some interesting surprises and prompted several important changes.

Surprise #1: “We are an experience to be shared with family or friends.” More than 87% of those riding as regular passengers came either with other family members (60.6%), with a group that had a common bond (16.6%), or with friends (10.6%).

Surprise #2: The age distribution was fairly even among groups between 26 and 35 (26.4%), 36-50 (26.1%), 51-60 (14.6%) and Over 60 (20.7%). To nobody’s surprise, 18-25 year olds made up only 4.7% of ridership.

Surprise #3: Where people came from. Not surprisingly, 26% came from the immediate area, Johnson County, Kansas. But the second highest category (19%) came from states other than Kansas and Missouri, a total of 31 of them. The remaining 55% were from eleven other cities or counties throughout Kansas and Missouri. This finding helped in selecting more effective advertising vehicles.

Surprise #4: Turning to passenger interests, on a 0 to 5 scale, 0 being the low score, “Learning about history” drew a 4.27, “Enjoying the scenery along the route” scored 4.07, and “An interest in railroading,” in third place, tallied 3.92.

Concerning passenger likes, the first finding supported the reason people turned out in the first place: They liked being with family and friends; they enjoyed the train ride and the scenery; and found the experience relaxing and the railroad personnel friendly and accommodating.

Askked what actions the Midland took after completing the survey, McDowell’s answer came as a surprise too: “We raised our prices.” This step was not a result of the survey, but of corollary research that compared their prices with other venues offering similar benefits (group/family/friends togetherness), like movies, parks and museums.

A second change grew out of what people said they wanted but didn’t get. “People wanted a longer ride,” says McDowell. “We sought and received an ISTEA grant to extend our track two miles, and when we opened the longer run in 1998, we raised prices again” A second extension of 4 additional miles, to Ottawa, Kansas, in 2004 made the round trip 22 miles long and resulted in another price increase.

Another passenger complaint - Or is it a wish? - concerned clean windows that actually worked, and cleaner, neater car interiors.

McDowell praises the manner in which the Board and volunteers responded to these findings. “Those of us who love the railroad,” he said, “when we’d sit around and dream up a wish list for our railroad, we’d talk about getting a steam engine, or of adding a dining car, perhaps even starting a dinner train. Turns out, what our passengers wanted was just a longer ride and clean, working windows.”

“We launched a campaign during the off season wherein our volunteers repaired or replaced all faulty windows.

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During the season, our Conductors are now responsible for dusting the car interiors before runs, and for sweeping the floors and policing any refuse left behind by passengers. That’s not what many of us signed up to do when we volunteered to work on the railroad. But to their credit, our people turned on a dime to undertake these needed improvements.

Another change advanced by passenger comments has been the gradual but persistent trimming back of trees and brush along the right-of-way. “It is a response to how high ‘looking out the window at the scenery’ comes in among passenger comments about their likes.”

Finally, the survey guided the railroad in systematizing and focusing its media schedule. “We shifted primarily to print media,” McDowell says, “and with data on where our ridership came from, we became more effective at placing ads. Our spending did,” he adds, “increase significantly, from $4,000 to $12,000.”

As a result, by following fundamental marketing principals, the Midland Railway increased ridership 53% and increased revenue by 121% over the next five years. The cost per customer acquired increased too, but by only 33%. And while the lessons learned may sound elementary to a marketing professional, they often come as a surprise to those who argue for minimizing marketing expenses, then wonder why their operation isn’t more successful:

1. Marketing matters. Learning as much as you can about your passengers, why they are there, what they are looking for, and whether they are finding it – even better, learning they are pleasantly surprised by how much better your experience is than they’d expected – is time and money well spent.

2. Having identified your guests, and learned what they expect, you can provide that. Time and money spent doing something you may want, but with no evidence that it matters to those who pay to visit, is a waste of precious resources.

3. The organization needs one or more participants who can take charge of the marketing effort and push for (or, as I tell my students, “gently assert”) the changes needed to produce the results the organization requires to thrive and grow.

“Over the past ten years,” says Mike Fox, “with regular ridership and revenue more or less stable, we asked ourselves, what do we offer and why would people want to buy it?” That, in turn, led to a focus on the development of special events. “We have introduced ‘Day Out with Thomas,’ launched a Halloween Train in cooperation with the Baldwin City Theater Group (providing a cross-marketing opportunity), offered Santa and Easter Bunny trains, and dabbled unsuccessfully with murder mysteries and dinner trains. With the number of people who have a connection to railroading in decline, what we are really selling today is entertainment.” Not surprisingly, the new events venues also play to the fact that a majority or riders continue to seek an opportunity to engage with family and friends.

Earlier this year, the Midland named Allen Kinsley as its Marketing Director. He brings the enthusiasm and web savvy you’d expect from someone 35 years old. Among the changes he’s introducing is to again seek increased marketing spending and to find a better balance between marketing events and regular runs. He attributes the doubling of charters this year to a new and professionally designed brochure. Perhaps most importantly, he is taking more marketing activity to social media: Facebook, Twitter, and the like.

“By stepping up activity on our Facebook page, posting news and photographs regularly about work being done, or activities and events added to the schedule, our page’s ‘Like’s’ went from 50 to over 800 in just five months.

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People today want to see what's going on right now.” Less dramatic, but nonetheless measurable, a growing number of people are following the railroad on Twitter. On the web, he introduced a simpler and easier to use site. And for the first time, the railroad began on-line ticket sales using WhistleTix. The result? One more surprise: “We sold 114 tickets the first time we used it. We thought selling 5 tickets would be good.”

How Fast Things Change: I’d planned to devote this issue’s marketing column to the risks and benefits of using flash-marketing – Groupon and similar – in the rail museum/excursion community. That planning began three months ago. Over that short period of time, the entire flash-marketing community appears on the verge of, if not disappearing, at least shaking out dramatically. Nonetheless, if your organization has had experiences good, bad, or ugly, with flash marketing, get in touch at jamesdporterfield.com

LAKE SHORE ELECTRIC SALE UPDATE

Since the sale of the Lake Shore Electric, nee Trolleyville, collection of electric cars, the cars and extra parts have been transported to their new homes. Although a museum ceased to exist, it is encouraging to see that many of the cars have undergone repairs and restoration at their new homes.

Illinois Railway Museum
Veracruz, Mexico single truck open car 19: All seats have been stripped and refinished. Electrical and air brake overhaul has been performed and some exterior painting work has also been done.

Chicago, Aurora & Elgin Wood interurban 36 was acquired with an incorrect motor truck from CA&E 303 and motors had been rebuilt but not reinstalled. These motors were tested and bearings packed; in June 2010 the truck was transported to Connecticut Trolley Museum where a joint team of IRM, CTM and Shore Line members swapped trucks. The 303 truck (original to the 36) was transported back to IRM where it was put under car 36. Starting in late 2011, stripping of exterior paint began and the car’s windows are being cycled through the wood shop for repair and repainting. Reassembly of the car’s control system, largely stripped out by LSE while the car was on the RTA in Cleveland, is in the planning stages.

Chicago, Aurora & Elgin Wood interurban 319 was acquired with a faulty motor. Trucks from CA&E 321 (at IRM since 1962), which was operational but with a deteriorated body, were placed under car 319 and the car was made operational in 2010. Car 319 was professionally repainted in 2010 and during the 2011 season was operated in regular revenue service. Half of the interior has been refinished and repainted.

Chicago, Aurora & Elgin Steel interurban 409 was acquired with a faulty motor. Following the 319/321 truck swap, one of the functional motors from the 319 was used to replace the faulty motor from the 409. Car 409 was made operational in early 2010 and was professionally repainted in June 2010. It has been operated in occasional revenue service since. No further work is needed.

Chicago, Aurora & Elgin Steel interurban 451 arrived in deteriorated paint and with a failed air compressor. Steel replacement on the ends was done as needed. All old canvas was stripped off the roof, roof slats were repaired as and the car was re-canvassed in March 2010. The car's brass windows have been cycled through a program of removal, paint stripping, replacement of rubber gaskets, polishing and clear-coating. Recent work has included application of primer and first coat of paint as well as construction of roof saddles.
Chicago, Aurora & Elgin Steel interurban 460 was professionally repainted in June 2010 and has been operated in revenue service.

Twin City/Shaker Heights PCC car 63 arrived with some windows removed and Lexan windows badly fogged. A complete set of glass windows was removed from CTA “L” cars being scrapped at East Troy and was installed. The interior of car 63 was thoroughly cleaned; all rusted metal was cleaned up and the interior paint was touched up wherever necessary. The car is currently stored outdoors tarped pending availability of barn space.

Fox River Trolley Museum
Aurora, Elgin & Fox River Electric/Shaker Heights Rapid Transit lightweight interurban 304: Having returned to home rails, #304 has had all its leather seats reupholstered and will be repainted into its Fox Valley colors next year.

Chicago, Aurora & Elgin Steel interurban 458 has had its roof sealed to prevent leaks. Missing air brake parts have been located and reinstalled. The air compressor received a new coil, so it now runs properly. A defective M-G set, governor and brake valve have been repaired and a missing interior light fixture replaced. The car now runs under its own power, but the upholstery and floor covering still need considerable work before it can run for the public.

National Capital Trolley Museum
Blackpool, England “Boat Tram” 606 and Toronto PCC 4603 have entered service.

Pennsylvania Trolley Museum
Pittsburgh Railways high-floor streetcar 4145 became operational this year after its trucks were rebuilt and regauged back to broad gauge and four traction motors were rebuilt. It received a proper air tank and the brake rigging was rebuilt. Further work is planned to complete the restoration of this car.

Cincinnati Street Railway #2227 was put on temporary broad gauge trucks when it arrived and was put on display. The trucks it came with will go to Lyons Industries in Ebensburg, PA for regauging back to broad gauge using parts and wheelsets from its original trucks that were acquired some years ago. The motors will be going to Swiger Coil at Wabtec in Cleveland for overhaul.

Parlor Car Toledo was placed on broad gauge trucks formerly from Red Arrow center door car 75. It has been displayed since then. A professional truck designer has been retained to design the reuse of some Baldwin broad gauge interurban trucks that PTM had on hand. Other parts, such as controllers, have been acquired for the car’s eventual restoration to service.

Southern Iowa Freight Motor 100: This car was received in very bad condition to be used as a parts source for other projects. It will be dismantled this winter.

Northern Ohio Railway Museum
Both ends of Aurora, Elgin & Fox River/Shaker Rapid lightweight #303 have had deteriorated metal replaced, plus new bumpers fabricated and installed on both ends. New center posts, dash and other wood framing has been fabricated and installed for the end of the car that had been damaged at Trolleyville. Pilots have been rebuilt and repainted and new wood steps installed. Doors are being repaired, including fabricating missing mechanical parts. Air piping on the damaged end of this safety car has been completely replaced. All car windows were removed for rebuilding. Window hardware is being refinished. All seat frames are being repaired as needed and all seats cushions and backs have been reupholstered.

Inside Cleveland Railways/Shaker Rapid #1225, damaged seat cushions and backs were replaced with good rattan replacements from spares obtained in the LSE parts breakup. Leather covered seats were replaced

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with these same spares. The car is now 100% rattan seats. Missing and loose hardware issues were addressed in the car interior.

Car OX (NOT&L/Shaker Rapid): Overhead hardware bins are being emptied and cleaned in prep for this car assisting in stringing the museum's overhead.

Multiple layers of RTA logos painted onto the stainless steel sides of Cleveland Transit System "Airporter" #172 are being stripped off. A regulated battery charger was built for keeping the car's 32 volt batteries viable.

Norfolk & Western wood caboose 518021 had missing end doors replaced and painted to match. The car was lettered and numbered. It is for sale.

Seashore Trolley Museum
Cleveland Railways Peter Witt trailer 2365: The seat frames have been reconstructed using correct wood, joints and fastenings. Reupholstery with rattan is anticipated this winter.

Connecticut Trolley Museum
Chicago, Aurora & Elgin Wood interurban 303 is back on its original power trucks after the swap with IRM's CA&E #36.

Fort Smith Trolley Museum
Veracruz, Mexico single truck open car 9: The roof has been repaired with new canvas and paint. The body and interior have been stripped and refinished. The seats are out and have been stripped to refinish. The wood flooring is being replaced. A matching grant from 20th Century Electric Railway Foundation will be used to redo the motors and the power truck will be rebuilt.

Minnesota Streetcar Museum
The museum acquired an 1894-vintage Dupont power truck from a Lancaster, OH horsecar that had been converted to electric operation. The truck and its motors are currently being commercially rebuilt and will be installed next year under Winona, MN streetcar #10 as part of its restoration.

HERSHEY PARK'S MINIATURE RAILWAY

By Don Rhoads, Jr.,
Friends of the Hershey Trolley

In early 2007, the Friends of the Hershey Trolley joined forces with Hershey Entertainment and Resorts Company, Hershey, Pennsylvania to restore the miniature electric railway, which operated at Hershey Park from 1911 until 1971. In conjunction with the restoration, a research project was begun to learn more about its past. Following is a brief history and an

update on the current restoration efforts.

Hershey, Pennsylvania was founded by milk chocolate manufacturer Milton S. Hershey (1857-1945) in 1903. Construction on his chocolate factory began soon after, and by 1905, it was producing the candy bars that have become an American icon. The surrounding community quickly was taking shape. But Hershey was not just any company town; it was becoming a special place for many of its residents to live, work and play. Among Milton Hershey's many creations for his community was the establishment of a picnic and pleasure park located on the banks of Spring Creek and just north of the Philadelphia and Reading Railroad. Called Hershey Park, it was a place where the work force and the surrounding communities would go for summer picnics, boating on Spring Creek, evening summer band concerts and swimming.

The Hershey Trolley in 1911, and cosmetically restored today.
Bottom: A truck with the Empire Track Brake.
The very first ride Hershey purchased for his park was a second-hand Herschell Spillman merry-go-round and band organ in 1908. The following year, he learned of a miniature electric railway operating at the People's Bathing Beach along the Conestoga River at Lancaster, Pennsylvania. Upon seeing it, Mr. Hershey ordered one for Hershey Park. The contract was placed with the Empire Track Brake Company, a Lancaster firm, on May 8, 1909 for the sum of $3,150.00. Included in the purchase were one motor car and four open passenger cars with wood, walk-over seats. The power car was placed in the middle of the consist, which seated 50-60 people. It had a pair of 230 Volt D.C., 15-horsepower motors. Each had a chain drive that went from the motor's side to a cog wheel on the axle of the trucks. It had a controller like a street car, sand for traction, and a lever to operate the electric braking system.

How did that first miniature railway become a reality? During the early part of the twentieth century trolleys were an important means of transporting people and goods from community to community, especially in the more rural areas. Hershey, Pennsylvania had its own system, which began operating in 1904. Ernest H. Miller (1882-1957), a self-taught mechanical engineer and Lancaster resident, while working for the Empire Track Brake Company, used the first miniature railway to illustrate his patents for an electrically operated braking system for use on standard gauge trolleys. It was designed to prevent the wheels from locking up, sliding on the rail and creating flat spots. This system included two brake shoes per wheel plus a track brake shoe that contacted the rail between the wheels. Miller secured an additional patent for the solenoid used to engage the braking system.

Construction of the right-of-way for the two-foot gauge miniature railroad began in July 1910. Harry N. Herr, a civil engineer and Lancaster native, laid out the route. The miniature railway would operate using an electrified center third rail with a wooden cover. Power was supplied by the Hershey Chocolate Factory's own power plant. Its first run was held in September 1910 and carried passengers from one side of the Park to the other. After satisfactory tests were performed, the Hershey Park Miniature Railway began its first full season of operation in 1911.

The train served for 60 years. Its final trip in 1971 according to the late John Mandes a former operator, was a result of vandals placing objects on the rails. This resulted in a derailment. While no one was seriously injured, the damaged train was placed in storage.

Hershey Park (now branded HERSEYPARK) celebrated its centennial in 2007, which sparked the idea of restoring the train.

Currently, the restoration process continues in the old Hershey Transit system's car barn along Chocolate Avenue in Hershey, Pennsylvania. Purely a cosmetic approach, but with hopes to operate some day, the miniature railway is once again making history. With the assistance of many dedicated volunteers and HERSEYPARK's maintenance crew, the first fully restored passenger car debuted in 2016. The motor car has been cosmetically restored. It would need a complete rewire to run again and that is not anticipated. The remaining cars are in various stages of restoration. At present the train is only displayed on special occasions.

The Friends of the Hershey Trolley is a committee of the Hershey Derry Township Historical Society. Its mission is the education and preservation of the Hershey Transit System that ran from 1904 to 1946. The group is working toward full restorations of the only two known trolleys from the Hershey Transit, Work Car #3 and former Ephrata and Lebanon, later Hershey Transit # 7. Please visit our website at www.hersheyhistory.org.

**SINGULAR EVENTS**

By Aaron Isaacs

Over the past 20 years, an ever-increasing percentage of museum and tourist railroad ridership and attendance comes from special events. These are often not directly related to the organization’s mission, but they bring in revenue and expose the public to our product. It’s no longer news to report on Thomas the Tank Engine, Polar Express, Santa trains, Easter bunny trains, Halloween trains, murder mystery trains, wine tasting trains, pumpkin patch trains or variations on dinner trains. Everyone does them.

Some places, however, have innovated, creating unusual events and using their own special circumstances to run event trains. Maybe some of these can be adopted elsewhere.

The Western Railway Museum operates special trains in the spring that take advantage of the blooming of wildflowers in vernal pools along its line. The Leadville, Colorado & Southern offers three days of mountain wildflower hikes. Hallton County Radial Railway has a Wildflower Weekend in May.

Every June the Grandma’s Marathon foot race is run along the shore of Lake Superior. 26 miles from Two Harbors to Duluth, which happens to also be the route of the Lake Superior Railroad Museum’s North Shore Scenic Railroad. Until a couple of years ago, the railroad ran a pace train that followed the race. Then a new state law restricting the use of school buses to school children created a shortage of charter buses, so the train now carries over a thousand runners from Duluth to Two Harbors for the start of the race. The museum also runs shuttle trains to connect a major Christmas light display in downtown Duluth with remote parking a couple of miles away.

Speaking of pace trains, the Royal Gorge Route Railroad has continued the longtime Rio Grande tradition of pacing kayak and raft races on the Arkansas River, which it parallels through the Royal Gorge. A Whitewater Valley train paces the annual Metamora Towpath 10K race.

Every Memorial Day, the Minnesota Streetcar Museum transports over 1000 passengers to Minneapolis’ Lakewood Cemetery for tours and grave visits, thereby bypassing parking and traffic congestion within the cemetery. The Pennsylvania Trolley Museum serves as the remote parking lot shuttle for the Washington County Fair each year.

The Indiana Transportation Museum is well known for its special trains to the Indiana State Fair. It also runs to the two-day Atlanta, IN New Earth Festival, which draws about 80,000 visitors. Cape Cod Central runs special trains to the annual Buzzards Bay Scallop Fest, which draws over 50,000 people. The Winnipesaukee Railroad runs hourly shuttle trains to Laconia Bike (motorcycle) Week at Weirs Beach, NH.

The Electric City Trolley Museum serves all the home games of the minor league Scranton Wilkes Barre Yankees and sells out its special runs from Scranton.

The White Pass & Yukon and the Durango & Silverton deliver hikers to wilderness trails.

Roaring Camp Railroads hosts a two-day Summer Gathering of Mountain Men and a Musical Saw Festival.

Connecticut Eastern Railroad Museum and Seashore Trolley Museum put on railfan night photo shoots. Seashore has an annual Moxie Day to celebrate New England’s eccentric regional soft drink.

For two days in May Wilmington & Western runs specials to a civil war reenactment. Hesston Steam Museum and Little River Railroad do annual civil war encampments.

Hoosier Valley has a School Teacher and Staff Appreciation Day, with discounted rides for teachers.

The Oregon Coast Scenic runs a July
4th special to the fireworks at Rockaway Beach.

This year Sumpter Valley ran an August 13 Moonlight Special to view the Perseid Meteor Shower.

Steamtown runs a January special to the Ice Harvest Demonstration in Tobyhanna.

Tennessee Central Railway Museum runs an excursion to Watertown’s Mile-Long Yard Sale.

Heber Valley Railroad’s Raft ‘n rail Adventure combines a train ride with a raft ride on the Provo River.

Cass Scenic offers a discount to trout fishermen who stay at the state park and ride the train to the trout stream.

Wisconsin Great Northern does on-train weddings, complete with a specially designed chapel car for the ceremony. West Coast Railway Heritage Park’s new roundhouse has been voted the area’s best wedding venue by the local newspaper.

Colorado Railroad Museum has hosted events celebrating Bartok’s operas and German food.

I checked a large number of websites to compile this list, but probably missed some innovative event ideas. Pass them along and they will appear in a future issue.

MECHANIZING THE TRACK CREW

By Joel Cox, Western Railway Museum

Reprinted with permission from the WRM Review.

The Association has worked hard over the past five years to increase the level of mechanization available for the Track Crew to do their work. With increased mechanization comes increased productivity and improved quality, which allows the volunteers of the Track Crew to better build and maintain track for the museum. The machines presently owned by the Association include a Tamper, Ballast Regulator, Tie Inserter, Joint Straightener as well as a cadre of smaller items including a spike driver, spike puller, bolt machine and flex shaft grinder. There are also a number of other items including several motorcars, air compressors, a welder, numerous tool/material carts, a highrail truck and an articulated wheel loader.

The Association’s Mark I Torsion Beam Tamper model EAS-TDG was produced by Tamper Corp. in 1979, and was the state of the art in automatic tamping at the time. It was originally purchased by Amtrak as part of the North East Corridor Improvement Project. In its basic form, a tamper like this automatically lifts and lines the track using an on-board measurement system to achieve the proper track surface and alignment. The machine then consolidates the ballast under the ties using vibratory squeeze action workheads. The Torsion Beam Tamper is an interesting machine in that the torsion beam can be separated from the basic tamping machine. The torsion beam is the part that has the automatic lifting and lining equipment, so the machine can be configured either as an automatic track surfacing machine, or as a basic “pup” tamper without jacks. The Association purchased it from Amtrak in 2008, but at the time all we got was the basic pup tamper. Amtrak had previously scrapped the torsion beam, so we didn’t get that part. Later, a torsion beam was purchased from a railroad contractor in Alabama that had a similar machine. Later still, we purchased an entire torsion beam tamper of a slightly different model that was in poor condition from the Northwestern Pacific Railroad. The
plan is to use the tamper from Amtrak, plus the torsion beam from Alabama and parts salvaged from the NWP tamper to make a complete and functional Torsion Beam Tamper.

There are several advantages of the Torsion Beam Tamper model for the Association. First and foremost, in its complete format, it is an automatic lifting and lining tamper, which will allow the Track Crew to make major improvements in the track quality. This has benefits not only for passenger ride comfort, but also for limiting the wear and tear on our historic artifacts. Next, the machine can be separated from the torsion beam, reducing the size of the machine when the automatic features are not needed. For instance, when used as part of the tie replacement process, it is not necessary to lift the track, only to tamp the new ties that are inserted. Another advantage is that the control system is an older style that is relatively simple. While more modern automatic tampers have sophisticated computerized control systems, this machine relies on electrical limit switches and relays. This means that the control system is much more likely to be possible to diagnose and maintain by the Track Crew. Finally, because the machine is articulated in the middle, it can better traverse the sharp curves that the museum has around Rio Vista Junction. A more modern automatic tamper is a very large device with a very long rigid wheel base, and would not be suitable for the trackage around the trolley loop or other sharply curved track.

As received from Amtrak, the tamper was well worn from a long lifetime of hard use on that railroad. Similarly, the torsion beam was in rough shape from hard usage at the various prior owners. The NWP tamper was in poor condition due to vandalism and exposure, and was purchased as a parts source. It will be stripped of usable components and the remains will be scrapped. To date, many repairs have been made to the basic tamper to make it operational and it has been used as part of the annual tie replacement work and other tasks for over a year. At the present time, a strong effort is being made to rehabilitate the torsion beam and make the automatic lifting and lining system function. The plan is to use the automatic features to rehabilitate the Sacramento Northern track near Birds Landing later this year as part of the Destination Molena project.

A very important companion to the Tamper is the Ballast Regulator. The purpose of this machine is to move ballast around, filling in the cribs between ties, shaping the shoulders, and sweeping excess ballast off the top of the ties. After raising the track using the Tamper, the ballast regulator restores the ballast section. The Association’s machine, a model BEB-17 built by Tamper Corp. in 1977, was acquired from Amtrak in 2003. Like the tamper, this machine was built to work on the electrified track of the North East Corridor. As such, it has several features that make it useful for working around track with overhead line poles nearby.

The biggest job of the Track Crew each year is to replace ties in our operating track. To do this work, the Association acquired a Tie Inserter and other tools. This machine was built by Jackson Vibrators Inc. in 1976 as their model 125. Before removing an old tie, the spikes must be pulled. This can be done by hand, or by using the gasoline powered Spike Puller. Then the Tie Inserter grips the old tie near the end, and pulls it out from under the track. With the old tie out of the way, the new one is inserted under the rails by the same machine. Once the tie plates are installed between the rails and the new tie, the Tamper moves in to tamp the ballast under the new tie. Spikes are set by hand and then driven using a gasoline powered Spike Driver.

The Joint Straightener is an interesting machine that uses the force from a very large hydraulic cylinder to bend the rail and joint. As is typical with old, well worn track, the rail joints become bent downward by the passage of many trains. This machine, built by Railway Maintenance Corporation in 1974 as their model M, grips the rail under the joint and pulls upward to bend the rail back straight again. It has electrical limit switches that stop the process when the rail is bent upward just the right amount to make it straight. On the Sacramento Northern line, it is able to make a major improvement in the condition of the rails, which results in an important improvement in ride quality. This not only makes the ride smoother for our passengers, but it also helps to preserve our historic artifacts by reducing wear-and-tear on the cars.

A recent arrival to the stable of workhorses for the Track Crew is the Wheel Loader. This machine, a John Deere model 644E, was built about 1990 but factory remanufactured in 2002. It came to the Association by way of the government surplus system, and is in very good condition. It is particularly useful in loading ballast or other material into rail cars, cleaning trackside ditches, and grading roads. Because ballast comes to the museum in trucks, it is important to have something to load it in the Association’s ballast hoppers in order to distribute it along the track where needed.

Several of the freight cars owned by the Association are used for track construction and maintenance. Two ballast cars, one from the Western Pacific and the other from the Southern Pacific, are used to distribute ballast where needed along the track. A flat car from the Western Pacific is used for hauling various loads. A side dump car from the Kennecott Copper operation in Utah is used to transport dirt and other fill material.

**THE COAL HARD TRUTH**

By Eric Smith, President, South Simcoe Railway Heritage Corporation

Reprinted with permission from The Injector newsletter.

Volatile matter and fixed carbon are the main ingredients of the coal we use for steam locomotive fuel. Volatile matter is that part of the coal that burns off rather quickly as the coal is put into the fire. It doesn’t produce all that much heat, but does generate smoke. The fixed carbon is the actual solid matter that creates the heat for producing steam. The lower the volatile matter and the higher the fixed carbon portions of the coal, the better it boils water.

Of course, coal has many other components, including sulfur, ash and moisture. The best coal has low volatile matter and high fixed carbon. If the best coal comes from the states of Virginia and West Virginia then why not just make a call and get some sent to you? Maybe because what once was less than $200 per ton is now almost $300-$350 per ton delivered. We use about 2.5 tons of it per day. That works out to $7000 per load, or about $750 per day. Water treatment is on top of that.

Why is it so hard to find coal? It seems that many of North America’s mines have been bought by Asian interests to assure their supply of coal for steel-making, and they won’t sell any to us. The exception is major power plants.

This, of course, forces us, and everyone else running coal-fired steam, to take what we can get. Oh there’s lots of Pennsylvania coal around (high volatile/low fixed carbon, not the best for steel making, but good for smoke production). I’ve talked to many mines and coal brokers and the story is the same. In fact, there is some relatively good coal available in Virginia, coal that meets the standard. Naturally there is a catch.

This coal is screened to 1/4” x 1-1/4”, meaning that the smallest pieces are 1/4” and the largest are 1-1/4”. This would be great if we could buy just the
big size lumps and they could keep the smaller pieces. I did make this offer, but the offer was declined. Coal for export, and the majority of that sold in the US to power plants, is pulverized so it doesn’t need to be screened.

WW&E NEW PHONE SYSTEM

By Stewart Rhine, Wiscasset, Waterville & Farmington Railroad Museum

Reprinted with permission from the WW&E newsletter.

Rrrring! A call comes in on the museum’s telephone line and Linda answers on the cordless phone in the gift shop. The call is for Zack, so Linda takes the handset and searches the yard for Zack. This is how calls were handled until the installation of a business telephone system last spring. The system, made by Executone, is similar to systems at the Railroad Museum of Pennsylvania and the B&O Railroad Museum. It supports multiple extensions and has multi-line telephone sets that allow calls to be put on hold and transferred. Most of the sets have a line button to dial out and an intercom to call between phones and buildings. There is also an “all-page” feature for use in case of emergency.

Phones are located in all buildings that have power available. They can be transferred to any other phone if necessary. The credit card machine is on the system so that gift shop transactions will go through without being cut off. All telephone sets have an extension number and a directory is posted by each set. The system will be expanded for future buildings such as the roundhouse and car shed.

BUILDING BARN 11

By Dave Diamond, Illinois Railway Museum

Reprinted with permission from the IRM Rail & Wire.

With over 400 cars and locomotives in the IRM collection, the only way to insure their longevity and preserve them for the future is to provide inside storage and protect them from the elements. Building barns for railcar storage started in the early 1970s with the Morton Barn now known as Barn 4. Like most other efforts at the Museum, the process begins when funds allow.

Conversations on the Barn 11 project began in 2006. Nearly 50 Donor Restricted Funds comprised the initial list that would enable the additional inside storage of railroad equipment. While not all of the cars contributing funding towards the Barn 11 project ended up inside the new barn, spaces in other carbarns were created, thereby allowing the placement of all participating cars inside. Here’s a look at a small part of the process.

The construction of the post frame (pole) barns that IRM finds most economical is fairly straightforward and simple to erect. Unfortunately obtaining a permit to build such a structure is not as easy as it used to be. When IRM moved to Union in 1964, the area was predominantly rural and building permits were issued without much scrutiny. Over the next 30 years, rapid development of the Museum site occurred and by the mid 1980s, the track plan and many large railcar storage barns had been constructed. By the mid 1990s, more stringent guidelines were imposed by the rapidly suburbanizing county.

In 1997 we were looking to build a small, by IRM standards, 10,000 square foot bus storage building. Immediately upon application, we were faced with new permit requirements. We learned that the permit would not only cost more money, but require civil engineering and formal architectural plans before being issued. The permit for the Hoffman Garage would not be issued until late 1998 and the building was finally readied for occupancy in 1999.

Storm water engineering was a new, necessary requirement, which ultimately benefited the Museum. Compensatory storage, detention ponds and flood hazard areas all became issues to understand as we worked to expand IRM in the modern world that finally caught up to us in Union. A venture referred to as the South End Development Project (SEDP) was engineered and approved by the county for expansion onto IRM property that had been previously undeveloped. The SEDP enabled the grading of the south end yards and necessary stormwater detention ponds to provide for the future building of Barns 10 through 15.

After the SEDP stormwater engineering was complete, we learned that the International Building Code was adopted by McHenry County. The new codes superseded the old Building Officials and Code Administrators (BOCA) codes and stipulated that any new structure built without sprinklers or fire walls could be no more than 12,000 square feet. In 2004, we moved ahead and constructed Barn 10 at the largest allowable size. It was completed for occupancy in 2005 enabling several more railcars to be placed indoors.

IRM continuously works to determine the most cost effective way to build large structures to protect its collection, while complying with requirements set by the county. While sprinklers have direct safety benefits, not being on a public water supply with large mains would make such an installation extremely costly. Water mains from the Village of Union are at least a mile away and would more than likely require annexation of IRM property. Through research of the IBC and correspondence with the Department of Planning and Development, we discussed options and finally came to an understanding in 2005. IRM would be allowed to build large “unlimited” area structures without sprinklers provided that there was a 60-foot separation on all sides of the new building.

After learning of this news, IRM Planning Committee meetings were held and the Barn 11 project was recommended to the IRM Board of Directors for approval. Better cost estimates were established and funding sources were determined. Before the building project could begin, the first effort was the relocation of Track 111. It had to be moved to the south side of the yard in order to comply with the
minimum separation requirement. On June 25, 2007 the Museum entered into a contract to build a 30,000 square foot barn, which would cost over $250,000 or about $12.00 per square foot. Barn 11 (named for the yard it would be built over) would be IRM’s ninth railcar storage barn and would be our second largest structure only behind Barn 9. The Barn 11 architectural plans were submitted to McHenry County and a permit was obtained on March 4, 2008 at a cost of $15,838.60 – about 50 cents per square foot. Regardless of the cost, IRM was extremely pleased to once again obtain a permit for a large structure that would help preserve so many railcars from further deterioration.

The building project began in earnest in 2008 and was largely completed by the end of that year. Significant track work including the installation of the south Track 114, ballasting, tamping and regulating took place in the summer of 2009. By late 2009, all electrical work was completed and the aisles were paved. Finally on January 25, 2010 an inspection was conducted and the certificate of occupancy was issued. Shortly thereafter the Barn was loaded and work was completed and the aisles were paved. Finally on January 25, 2010 an inspection was conducted and the certificate of occupancy was issued. Shortly thereafter the Barn was loaded and the aisles were paved. Finally on January 25, 2010 an inspection was conducted and the certificate of occupancy was issued. Shortly thereafter the Barn was loaded and the aisles were paved.

We hope this glimpse into the realities of what is involved in building facilities for railcar preservation was insightful. Your contributions for the next Barn project will insure longevity of the collection for generations to come.

**HERITAGE RAILNEWS**

**Berkshire Scenic Railway**  
Lenox, MA

Former Birmingham Southern RS3 locomotive #250 (Alco 1950) has been acquired. In recent years it was Alpha Portland Industries #5 and worked at cement plants in Alsen, NY. The locomotive is reportedly all original. It will be presented as fictional New Haven #562. Purchased in 2006, former Pennsylvania Railroad SW9 locomotive #9128 (EMD 1952) has been returned to service for the first time.

**Bluegrass Railroad Museum**  
Versailles, KY

The museum has purchased former Chicago & North Western lightweight coach #3478 (Pullman 1952) from the Chatooga & Chickamauga. The purchase was funded by a federal Transportation Enhancement grant. Timber trestle 4.3 was closed in 2005 due to rotting timbers. It has now been removed and a contractor is replacing it.

This is part of returning .8 mile of closed track to operation, increasing the train ride from 3.5 to 4.3 miles. The longer term goal is to rehab the entire line and run all 5.5 miles.

**Canadian Museum of Rail Travel**  
Cranbrook, BC

The museum owns the Soo Line sleeper Onemee, part of the Soo-Spokane Train Deluxe. The car is missing quite a few interior furnishings. That deficiency has largely been eliminated by the recent purchase of about 100 pieces of furniture and fittings from the Colfax (Wisconsin) Railway Museum. They come from the Onemee’s sister car Venlo. Included are sleeper day seats, lounge seats, paneled doors and hardware.

**City of Gaithersburg, MD**

The city will restore a Budd RDC car from the B&O Museum. Baltimore-based Worcester Eisenbrandt was awarded a contract for $356,000 with an additional $35,000 in contingency funding for the project, which will be complete in December. The funds are coming from the city’s Capital Improvements Budget. The car will become part of the railroad exhibit at Rolling Stock Park, part of the Gaithersburg Community Museum. Currently on display are 1918 Buffalo Creek and Gauley steam locomotive #14, a C&O Railroad bay window caboose and a 1940 Defense Transportation Corps troop kitchen car. Rolling Stock Park is located near the museum, a restored 1884 B&O Railroad Station complex near Summit and Diamond avenues. Also nearby are History Park and the historic Freight House, which displays exhibits about the railroad and its role in the development of the city.

**Colorado Railroad Museum**  
Denver, CO

The contractor building a light rail line from downtown Denver to Golden is donating $50,000 worth of labor, materials and equipment for a project at the museum. Denver Transit Construction Group will build 300 feet of track at the museum.

**Como Depot, Como, CO**

The Como Depot restoration has received a grant of $188,813 from the Colorado State Historical Society. The grant will be used to restore the building’s interior and exterior. The project will include rebuilding the shanty formerly on the south side of the depot and replicating the original depot platform. The depot is part of a complex of three surviving buildings, including the Denver, South Park & Pacific stone roundhouse and the town’s railroad hotel.

**Cumbres & Toltec Scenic Railway**  
Chama, NM

The bi-state commission that oversees the railroad has hired American Heritage Railways as its contract operator. For the first time since 1968, this places the C&TS and the Durango & Silverton under the same management.

On June 20 the fire-damaged Lobato Trestle reopened, permitting the railroad to return to normal operation between Chama and Cumbres Pass.

**Downeast Scenic Railroad**  
Ellsworth, ME

The railroad has returned Maine Central coach #155 to service.

**East Troy Electric Railroad**  
East Troy, WI

The railroad has donated two PCC streetcars, Toronto #4617 (Canadian Car & Foundry 1951) and Philadelphia #2185 (St. Louis Car 1948), to the City.
of Kenosha, WI. East Troy’s line has no turning facilities, making the single-ended PCCs a poor fit. Although fitted with front trolley poles, they lack reversible seat and were not suited to running several miles in reverse. They will join the Kenosha heritage streetcar fleet.

Edmonton Radial Railway Society
Edmonton, AB
The society has received $150,000 from the Province of Alberta’s Community Facility Enhancement Program. The grant will pay for the replacement of ties on the High Level Bridge and the 97 Ave. bridge, carried out last spring. It will also pay for further track work on the High Level Bridge Line, including replacement of the entire track in the tunnel and replacement of any remaining rotten ties on the rest of the line.

The society has deaccessioned Toronto PCC streetcars 4349 and 4367 (Canadian Car and Foundry 1948). The cars are complete, but are 4 foot 10 7/8 inch gauge. Also available is the body of Edmonton streetcar #38 (St. Louis 1912).

Exporail, St. Constant, QU
The Agence Métropolitaine de Transport (AMT) has donated three pieces of Montreal commuter train rolling stock. GP9RM diesel locomotive #1311 (GMD 1959) was originally Canadian National GP9 #4207. After a rebuild it entered commuter service in 1990 and was retired in 2010. Lightweight coach #1101 (Hawker Siddleley 1967) was part of the first group of GO Transit commuter coaches. It ran in Toronto until 1976, when it was sold to AMT. Electric generator car #603 was converted from a CN steam generator car in 1990.

Friends of the Cumbres & Toltec
The Friends continue to be the biggest organization supporting a single railroad. According to its 2010 annual report, revenues last year were slightly over one million dollars, against expenses of just over $900,000. Over
half of the revenue came from donations, with an additional $271,000 from grants.

The Friends are known for their four week-long work sessions that bring large groups of volunteers from far and wide. Attendance ranged from 35 to 95 per session. Such large numbers accelerate restoration, which is gratifying to the volunteers and stimulates more volunteerism. Projects range from painting lineside signs and removing an eyesore trash pile to complex car restorations. Work is nearing completion on an RPO and cook car #053, and emigrant sleeper #470 and stock car #5995 are in progress.

Halton County Radial Railway
Milton, ON
A new shed has been built specifically for the storage of flammables.

Illinois Railway Museum, Union, IL
The museum has created a facility memorial program designed to beautify the grounds and create a tribute to a friend or loved one. Memorials include either a bronze or etched anodized aluminum plaque with a personal inscription. The plaques are mounted on a choice of park-type benches (fee $1200), a 2.5 inch hardwood tree ($1000) or two different sizes of picnic table ($600 and $1800).

Lahaina Restoration Foundation
Lahaina, HI
The foundation, a non-profit that preserves several historic sites on the island of Maui, has received the

Halton County Radial Railway has completed the restoration of Toronto snowplow-work car TP-11 (National Steel Car 1946). Tom Twigge-Molec photo.

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South Simcoe Railway has returned Canadian Pacific 4-4-0 #136 (Rogers 1883) to service after a thorough reconditioning, Sherri Lusher photo.

donation of two steam locomotives that once worked a local sugar cane railroad. They are seven-ton 0-4-2T #1 Lahaina (Baldwin 1882) and 20-ton 0-4-2T&T #3 Launiupoko (Baldwin 1898). They were donated by Allen and Lenabelle Davis of California. The 30.65 inch gauge Pioneer Mill railroad was replaced by trucks in 1952. The engines will be displayed on a short length of track donated by the Lahaina, Kaanapali & Pacific Railroad.

Lewis and Clark County, MT
The county has taken ownership of Helena, MT streetcar #3 (Cincinnati 1909) from the city of Helena. The city had invested about $20,000 in restoring the car. The County Historic Preservation Commission will raise funds to complete the restoration.

Maine Narrow Gauge Museum
Portland, ME
The Amherst Railway Society has granted $3000 to the museum. The grant will help restore Bridgton and Saco River 2-4-4T #7 (Baldwin 1913). It ran on the B&SRS until abandonment in 1941. After World War II, the locomotive ran at the Edaville Railroad in South Carver, Massachusetts before returning to Maine in 2003. It operated for a brief period at the museum and was put out of service in 2004. Restoration work began in 2008 and completion of the project is expected in 2013.

Minnesota Transportation Museum
St. Paul, MN
The museum will have announced that it will receive approximately $950,000 from the estate of longtime member and volunteer Dick Kolter, who passed away recently.

Monticello Railway Museum
Monticello, IL
Thanks to recent financial donations, two building projects are about to begin construction in 2012. The first is a motor car building, large enough to house eight motor cars, along with track tools and Bridge and Building supplies. The second is a replica of an Illinois Central wood interlocking tower. The first floor will house a signal maintainer’s office and an electric interlocking machine. The second floor will have an operator’s desk and the mechanical interlocking levers from the former Gibson City, IL tower. Monticello has been rebuilding traditional coach diaphragms (see photo at right), rather than substituting the modern rubber tubes. Member Kent McClure explains, “We fabbed up the sides using the hardware from the expired set, with belting from McMaster-Carr as the material. The tops, however, we purchased new from LaSalle Canvas & Ropes (http://www.lascan.ca/). They used to be a supplier to CN, then VIA rail for these items. It’s made from REALLY HEAVY cotton duck. They can manufacture three different styles.”

Nevada State Railroad Museum
Carson City, NV
A major makeover of the museum’s history displays has been completed, funded by a federal grant. Part of the work included the restoration of a surprising survivor from the late 1860s, a 4-wheel track laying car once owned by the Virginia & Truckee. It is believed that the car was built in the V&T shops using components from an original Central Pacific track laying car that was used to build the transcontinental railroad.
Nevada Northern Railway Museum  
East Ely, NV  
On September 23-25, the museum, the Friends of the Nevada State Railroad Museum and the Nevada Department of Cultural Affairs sponsored the 40th Annual Nevada Railway Symposium. The program included:  
- Locomotive maintenance 1868-1910  
- Locomotives of the Nevada Northern and associated mining companies  
- A century of Nevada Northern operations  
- A demonstration of riveting  
- The Central Pacific in Nevada and Utah  

Niles Canyon Railway, Sunol, CA  
The railway has acquired Southern Pacific SW900 diesel switcher #1195 (EMD 1954). SP sold the unit in 1987 to Parr Terminal. It later went to Richmond Pacific Railroad in Richmond, CA.  

Northern Ontario Railroad Museum and Heritage Centre, Capreol, ON  
The museum has acquired a 75-year old molten copper car used to transfer liquid copper at Inco. Current smelter operator Vale agreed to donate the copper car and pay for its transportation. The copper car will sit behind Inco's first electrical locomotive and a large slag pot, both used in mining.  

Northwest Railway Museum  
Snoqualmie, WA  
On September 17 the museum held the grand opening of its Train Shed. The structure of the $4.3 million building was completed in 2010, and now the tracks have been installed and it is open for the public.  

Old Pueblo Trolley, Tucson, AZ  
Construction has started on Tucson's new streetcar system. The track currently used by Old Pueblo trolley on 4th Avenue and University Blvd. (see map) will be rebuilt and incorporated into the new service. Construction will continue until 2013, so OPT will suspend operations until then. At present, it is unknown if OPT and its streetcars will return to service once the new line is opened.  

Oyster Bay Railroad Museum  
Oyster Bay, NY  
The Town Council of Oyster Bay has approved the agreement between the Oyster Bay Railroad Museum and the town for the release of $524,000 in funds for the rehabilitation of former Long Island 4-6-0 #35 (PRR Juniata Shops 1928) from the 2006 Nassau County Environmental Bond Act. Another grant of $40,000 will also aid in the rebuilding.  

Railroad Museum of New England  
Thomaston, CT  
As part of clearing out its Old Saybrook yard, the museum has deaccessioned its Cotton Belt wood branch line caboose. The new owner is the Austin Steam Train Association near Austin, TX where a restoration will commence. The cupola had been removed to improve clearances during trucking.  

Rio Grande Scenic Railroad  
Alamosa, CO  
The railroad has returned a pair of Illinois Central club cars to the their chocolate and orange color scheme. The Calumet Club was built by Pullman in 1918 as a coach. In 1971 the car was sold and eventually ended up on the Wisconsin and Calumet Railroad, where it was named "Calumet Club." It moved to Orlando and Mt. Dora RR in Florida. After that operation passed to new owners, it was stored in Florida until IPH moved it to Arizona for the Copper Spike Excursion in late 2008. It is a flat end car.  

Mardi Gras is a sister to the Calumet Club. It also started life as an IC coach.
around 1918. Built by Pullman, the original car number was 2188. In the late 1940's IC converted a series of coaches into club and lounge cars. This car was converted to a round end observation/club car in 1947. It was renumbered #3305 and named Mardi Gras. It was regularly assigned to IC Train No's 1 & 2, the City of New Orleans. The railroad will use the historic link to the City of New Orleans in conjunction with its concert trains; where the song “City of New Orleans” is featured.

Saratoga & North Creek Railroad
North Creek, NY

As predicted in Ed Ellis’ interview in the Spring 2011 Trainline/RMQ, the Saratoga & North Creek has opened for service in upstate New York. It runs 57 miles over a former Delaware & Hudson branch line from North Creek to just north of the Saratoga Amtrak station, which is reached via trackage rights. The line sees three daily round trips by a single consist, and two of them connect with Amtrak at Saratoga Springs. The morning “down” train and the evening northbound departure are timed for convenient connections with Amtrak’s Ethan Allen to and from New York. The Amtrak New York-Montreal Adirondack also serves Saratoga. Trains will stop at seven intermediate stations. All trains offer on-train dining.

Shore Line Trolley Museum
East Haven, CT

The museum’s site in a shore tidal marsh has always been at risk of flooding, and on August 28 Hurricane Irene combined with high tide to create the worst flooding in the museum’s history. Water reached over eight feet above mean sea level, seven inches higher than the previous high in 1992. Despite efforts to move as many streetcars as possible to the highest ground available, all the car barns experienced water depths of 6-26 inches. The flood left only three trolleys operational. Part of the east end of the line was washed out and won’t be reopened for some time.

Returning the flooded cars to operation requires jacking them up, and removing the motors, which must be disassembled, cleaned and baked in a drying oven.

The museum has been trying to raise $2 million to build two new car buildings at 13 feet above mean sea level, to prevent just this sort of disaster.

Timber Heritage Association
Eureka, CA

The Eureka City Council has approved a transfer of ownership of the Falk Gypsy No. 1 steam locomotive from Fort Humboldt State Historical Park to the Timber Heritage Association for $1. The transfer comes as a result of the expected closure of several California state parks, including Fort Humboldt on weekends, in July 2012 due to a lack of state funding. In the late 1960s, the city of Eureka loaned the locomotive to Fort Humboldt for display purposes. In 1980, the city transferred ownership of the locomotive to the State Department of Parks and Recreation, with certain conditions. One of those conditions was that the locomotive had to remain on public display in the Eureka area. Because of the park closures, Fort Humboldt will
no longer be able to make the locomotive available to the public on weekends. The locomotive will be moved to the association's Samoa shops.

Western Pacific Railroad Museum
Portola, CA
The former Western Pacific Hospital, just up the hill from the museum, burned to the ground September 7. The three vacant buildings that comprised the hospital had been purchased by the museum but were not yet occupied. Arson is suspected.

Western Railway Museum
Rio Vista Junction, CA
Every May the museum holds its annual Maintenance Week. Thirty people volunteered for one or more days to run every operational piece of rolling stock through the shop. Gears are greased, bearings are oiled, systems are tested and everything receives a thorough cleaning. The volunteers are supplied with food. This is similar to the model used by the Friends of the Cumbres & Toltec, only the goal is to eliminate the surprise equipment failures that come from inadequate maintenance and inspections. Often those failures are much more disruptive and expensive than the maintenance that would have prevented them.

Whippany Railroad Museum
Whippany, NJ
The museum has received a Historic Preservation Trust Fund grant of $89,500 from Morris County. It will help fund the restoration of former U. S. Army 0-6-0 #4039.

F-units move
The Galveston Railroad Museum has scrapped a pair of former Southern Pacific F7A units that were damaged several years ago in a hurricane. They have been replaced by F7s #6690 and 6691 that were most recently at the Railroad Museum of New England. These are also of SP heritage, having then gone to the Wellsville, Addison & Galet, then to the Port Authority in Pittsburgh for commuter service, and finally to Connecticut DOT for the Shore Line East commuter service.

Wig-wag website
Nowadays there seems to be a website for everything, and that includes surviving wig-wag signals, at www.trainweb.org/dansrailpix/WIG_WAG_list.htm. According to the list there are still 54 active wig-wags in the United States. Who knew?

NRHS RAIL HERITAGE
CALENDAR
January 7 & 8, 2012: NRHS Winter Conference
Location: Williamsburg, VA
Event Type: Meeting
Event status is firm.

January 20 - 22, 2012: Railroad Passenger Car Alliance 2012 Annual Conference
Location: Indianapolis, IN
Event Type: Conference
Event status is planned; no additional information is available at this time.

April 19-21, 2012: Train Collectors Association Eastern Division York Meets
Location: York Fairgrounds, 334 Carlisle Ave., York, PA
Event Type: Meeting

The National Toy Train Museum (NTTM) holds an open house the Wednesday before every York Meet. (Wednesday, April 18)
Event status is firm.

April 20-22, NRHS Spring Conference
Location: Richmond, VA
Event Type: Meeting
Event Status: Planned

June 18 - 24, 2012: NRHS 2012 Convention
Location: Cedar Rapids, IA
Event Type: Convention
Event status is firm.

June 23 - July 2, 2012: Train Collectors Association Convention - hosted by Dixie Division of TCA
Location: Atlanta, GA
Event Type: Convention
For more information, visit: www.dixiedivisiontca.com
Event status is firm.

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September 12 - 15, 2012: Narrow Gauge Convention
Location: Bellevue, WA
Event Type: Convention
For more information, visit: http://seattle2012.com/
Event status is firm.

October 18-20, 2012: Train Collectors Association Eastern Division York Meets
Location: York Fairgrounds, 334 Carlisle Ave., York, PA
Event Type: Meeting
The National Toy Train Museum (NTTM) holds an open house the Wednesday before every York Meet. (Wednesday, October 17)
Event status is firm.

November 6 - 11, 2012: Joint ARM-TRAIN Fall Conference
Location: Montreal, CANADA
Event Type: Conference
Joint ARM-TRAIN Fall Conference will be hosted by Exporail, The Canadian Railway Museum from November 6 - 11, 2012 in Montreal, Canada. There will be a pre-convention tour on November 5th. Schedule is now in the planning stage. Plan to join us for a memorable conference and visit to the birthplace of Canadian Railroading.
Event status is planned.

Rockhill Trolley Museum has acquired Newark Subway PCC #6 from New Jersey Transit, which had repainted the car into its 1950s Public Service color scheme. RTM photo.
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Pennsylvania Trolley Museum has rolled out its two latest operating streetcars. Rio de Janeiro open car #1758 was acquired in 2006 and has been rebuilt. Pittsburgh high-floor streetcar #4145 came from the Lake Shore Electric collection. Both cars had their trucks regauged to fit the museum’s broad gauge tracks. The photo shows an event with the visiting Washington County Chamber of Commerce. John Polyak photo.
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