

TOURIST RAILROADS & RAILWAY MUSEUMS

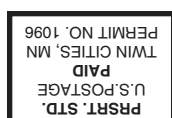
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Source: WhistleTix Client Data, 2011 and Pew Internet Research

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The purpose of the Association of Tourist Railroads and Railway Museums is to lead in the advancement of railway heritage through education, advocacy and the promotion of best practices.

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PRESIDENT'S COLUMN

By G. Mark Ray

I can remember a long time ago as a young boy growing up in Chattanooga reading about the opening of a new railroad museum. I don't know why I was fascinated by this but I was. Perhaps it had been my Grandfather telling me about the General or taking me to go to train watching. Whatever the reason was, I was moved enough to write a letter to the museum. I explained that I was 9 years old and that one day I wanted to become a member so I could be a steam locomotive engineer. To my surprise, I received a hand written reply signed by Mr. Paul H. Merriman.

It would be 9 years later before I joined the Tennessee Valley Railroad Museum and another 7 before I was qualified as a steam locomotive engineer.

Little did I know where this path would take me. I would later serve as Road Foreman of Engines, lead the building of the wheel shop (including the restoration of all three wheel machines), and serve on the board of directors, which I still do today.

In 1999, TVRM sent me to a place called Cass, West Virginia, to set up a display booth showing off the wheel shop. This was my first TRAIN conference and in 2000, I attended my first ARM conference. Through the years, I've come to know many great people and was elected to serve as a director of both ARM and TRAIN.

Which brings us to today. The vote in Montreal represents not only a combining of two organizations but it sets the tone for the future of railway preservation. Our journey begins this March in Savannah, GA, at our Spring Conference. The Coastal Heritage Society has assembled an agenda of educational seminars, events, and some great tours. The board will also spend a day developing the first strategic plan for our new organization. This is a major step for us as it will provide the roadmap to guide us in the future.

Finally, let me close by saying that being elected as the first President of the Association of Tourist Railroads and Railway Museums is a great honor. I look forward to leading our new organization into the future and meeting the challenges that lay ahead of us.

See you in Savannah!



ARM President Bob LaPrelle and TRAIN President Rick Burchett shake hands after the two memberships voted to merge and form ATRRM. Joe Hazinski photo.

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WE NEED NUMBERS!

By Jim Porterfield

IF you attended the 2012 ATRRM meeting in Montreal, and IF you picked up a copy of Great Britain's 2011 Railway Heritage Committee Annual Report, enthusiastically distributed by that group's David Morgan, and IF you looked on page 11 (the inside back cover), you saw a series of charts that summarize aspects of the Committee's Annual Statistical Survey (for 2010). The charts and text present:

"Visitors Welcomed and Passengers Carried," including

- 1]. number of visitors
- 2]. how many of them rode trains
- 3]. number of train rides taken
- 4]. how many miles those journeys amassed
- 5]. how many total miles excursion trains ran, and
- 6]. the average number of riders per train.

"Turnover Summary," which appears to be their way of breaking down how guests spent money, including train rides, sales (to include admissions and gift shops), catering, and other (workshop services, charter trains, and the like).

"Working Staff," referring to the number of people employed and the

number of volunteers (I'd recommend adding total volunteer hours).

A tally of how many steam and diesel locomotives, passenger cars, and freight cars are on display (not counting wrecks and unrestored equipment displayed, I presume, in "as is" condition).

Imagine my surprise when, as a relative newcomer to the ongoing effort to professionalize the railway heritage tourism community, I learned ATRRM cannot produce similar data. It strikes me that such an accounting is a minimum step to help members (and non-members) evaluate each year what marketing activity works and what doesn't work. It would also help existing or proposed enterprises that are seeking public and private support for projects to demonstrate how the community will benefit from making an investment in that proposal, and not in some other endeavor.

One example of what can be done with market research is illustrated in this recent example from what some in the railroad heritage community mistakenly believe to be an opposing force - the Rails to Trails Conservancy (RTC) - to help it advocate for more support from community leaders and donors: "Research by planning professor Rainer vom Hofe and economics professor Olivier Parent

studied houses along Ohio's Little Miami Scenic Trail, a 78-mile rail-trail that cuts across the northeastern portion of Cincinnati. Parent and vom Hofe found that homebuyers were willing to pay a premium of \$9,000 to be within 1,000 feet of access to the trail."

Or consider these persuasive RTC arguments, found among others at <http://tinyurl.com/9wptsz6>:

The Great Allegheny Passage, which cost . . . \$70 million to construct, generates more than \$40 million in direct spending in towns along the trail each year.

The business occupancy rate in downtown Dunedin, Florida, increased from 30% to 95% following the establishment of the nearby Fred Marquis Pinellas Trail.

The repeated annual economic impact of cyclists was estimated by the North Carolina Department of Transportation to be **nine times** the one-time cost to build bicycle facilities. (emphasis added).

This is what market research looks like in action.

Before you can evaluate the impact of a new exhibit, or of a restoration project or a new excursion, you have to know where you stand today. Any group hoping to attract investors, benefactors, or support from public agencies has to be able to demonstrate,



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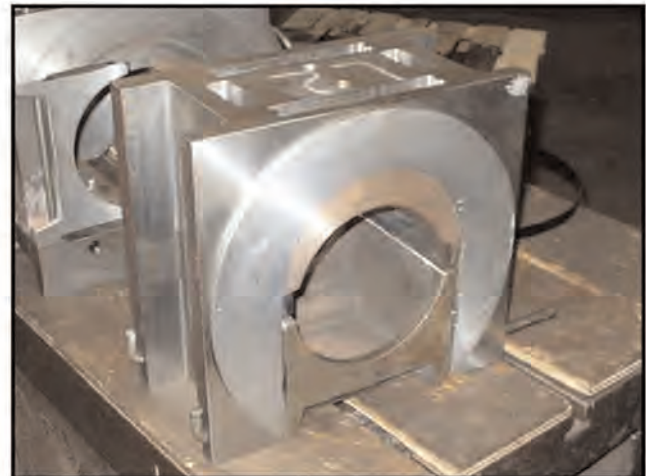
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in a convincing manner, the likely economic impact the spending will produce.

Hence the desire to know - at a minimum - how many people visit each year, what they do when they visit, how they spend their money when they're there, where they spend it, how many people they employ to support that activity, and how many members of the larger community support the effort by volunteering. Equipped with that benchmark, you can go on each year to show how your expanding efforts are affecting your organization's performance.

The expectation here is that individual museums and excursion operations already compile such data. If you don't, this is a suggestion that you begin to do so at once. The challenge for the industry, though, is to combine your data with that of others to assemble a larger state, regional and national report that can support advocates for new ventures or for expanded existing operations anywhere when they find it necessary to seek funding and regulatory approval. The bottom line is, can you convincingly demonstrate a positive social and economic impact on your community? In your state? Within your region?

For the industry as a whole, if we can answer persuasively, and prove it, we have created one of those game-changing arithmetical situations where the whole is greater than a sum of its parts.

If we devote little or no attention or resources this endeavor - the systematic gathering and reporting of increasingly sophisticated, research-based results and trends analysis - we will find ourselves out-witted or out-flanked by those who argue for other uses of railway heritage sites. Or worse, for their demolition.

Complete our survey...please

Which brings us back to the point of this column. The Center for Railway Tourism, with funding from WhistleTix, is in the preliminary stages of creating hard data to demonstrate how a railway heritage venue can contribute to the economic well being of the community(ies) in which it operates. The first step in that process is a survey you will find online at www.railwaysurvey.org. This is an important first step, so please complete and submit the survey at your earliest convenience, but no later than March 31, 2013. The success of other projects, as well as the possible survival of your own operation, will depend on what it shows. If you can't demonstrate that yours is a more valuable installation for your community than, say, a water park, or another coffee cafe, well, . . . "Don't say you weren't warned.

One Aside

Here's an idea to consider if you find yourself in need of a part for a piece of your equipment that is no longer available: Keeping Hill City Train On Track: Stevens Students Design Piece for 1880 Train at <http://tinyurl.com/au5d3wm>.

Another Aside

At a just-concluded two-month run of Cheryl L. West's musical drama PULLMAN PORTER BLUES at the Arena Stage in Washington, DC, there was a small exhibit in the lobby displaying a variety of Pullman items. It was contributed by the Thurgood Marshall Center for Service and Heritage, and drew the attention of a small crowd both before the show and during Intermission. Now here's a question for you: Where in your community can you arrange to put a small exhibit of railroad items that are related to that host's past (or present) connection to railroading in your community? You can strengthen the exhibit host's bond with the larger community, expand awareness among their visitors of your own existence, and demonstrate the relevance of your effort to your community. The trifecta of partnership marketing.

Something to Think About

"Marketing is the art of seeing (and then creating) what might be interesting to more than our friends." - Seth Godin

One More Thing

Researchers at Hiroshima University report that browsing pictures of adorable baby animals each day causes one to slow down, relax, and do more accurate work. Baby animals make us smile, feel good, and experience less strain from work. Marketers encounter stress several times each day. Here's a link to help get you on the path to greater productivity: <http://pinterest.com/search/boards/?q=aby+animals>

BIG YEAR FOR IOWA PACIFIC

By Aaron Isaacs

Remember the book and movie Moneyball? They described how Billy Beane, general manager of the low-budget Oakland A's, built a contending baseball team by finding the potential in players that others had overlooked. I believe Ed Ellis is the Billy Beane of short line and tourist railroading. His company Iowa Pacific has been extremely busy in the last couple of years, acquiring railroads that others may have dismissed as economic

losers. For this article I interviewed Ellis by phone in December as he walked to his Chicago commuter train.

The sale of Arizona Eastern helped provide cash for a series of initiatives. IP started up the Saratoga & North Creek, purchased the Texas State Railroad, won a competition to operate the ex-Southern Pacific Santa Cruz branch, became the contract operator for Massachusetts-owned Cape Rail, and revived the Pullman Company brand. There may be more to come.

Saratoga & North Creek

IP took over the former Delaware & Hudson North Creek branch in 2011. After a first year experimenting with different services, second year ridership exceeded 50,000 in 2012 from a mix of conventional tourist trains, ski trains, special events, dinner trains and actual point-to-point transportation that connects with Amtrak.

A few years ago Ellis attempted to revive the Rio Grande Denver-Winter Park ski train. It didn't happen, but he learned from the experience. The New York-to-Adirondack ski trip is roughly the same distance, but the market is much larger and the railroad is less challenging to operate. A snowless first winter nonetheless revealed a strong market from non-skiers.

The first year a single train set made two round trips over the 57-mile line, plus one short turn on the outer end. Trains ran four days per week. For the summer of 2012 the timetable expanded to a pair of train sets that provided three round trips over the entire line seven days a week. There were twice-daily timed connections with Amtrak to/from Albany and New York City. S&NC trains were scheduled to feed the southbound Ethan Allen in the morning, and the southbound Adirondack in the afternoon. S&NC trains met the returning Adirondack about noon and the returning Ethan Allen in the evening. For those headed to or from Vermont, most days the S&NC connected with the Ethan Allen in the other direction as well. A modest number of passengers, some regulars, began using the Amtrak connections.

This winter's Snow Train schedule dropped back to Friday-Sunday with a maximum of two round trips per day and no Amtrak connections.

Although Ellis looks for railroads with a strong tourist potential, few can subsist on passengers alone. The secret ingredient is untapped freight potential. S&NC terminates at North Creek, but a dormant railroad continues for another 30 miles to Tahawus. The line was built during World War II to serve a titanium mine, but has sat unused since 1989. Ellis has won regulatory approval to reopen the line to haul granite rock

from the old tailings piles. In an unexpected development, the damage from Hurricane Andrew has led to FEMA contracts for stone moves. The first test run reached Tahawus in October 2012. Freight service is expected to start in early 2013.

Texas State Railroad

From its inception, the 25-mile Texas State Railroad was run by the State of Texas. It hauled healthy tourist loads, but generated large deficits each year. That finally caught up with it in 2005. There were a couple of years of drama as the legislature at first voted not to cover the losses, followed by frenzied lobbying and emergency appropriations. This couldn't last and a new operations model was needed. In 2007 the state brought in American Heritage Railways to run the line. Ridership improved, costs came down and the deficit shrank, but the line did not achieve profitability. This year Ellis bought Texas State. He gives American Heritage lots of credit for growing the passenger business. In typical fashion, he plans to get to profitability by hauling freight where none has been hauled in decades. His purchase was contingent on restoring the Union Pacific interchange in Palestine and the three miles of track leading to it and that has been accomplished. He sees potential to serve the oil industry,

bringing condensate in, and hopefully crude oil out.

Santa Cruz

Although scenic with plenty of tourism, the viability of the former SP Santa Cruz branch looked doubtful following the demise of Davenport Cement, the largest shipper located at the west end of the line. Santa Cruz already has a tourist train, Roaring Camp Railroads' Santa Cruz, Big Trees & Pacific, which actually has rights on a small portion of the branch and also bid to be the operator. Is the town big enough for two tourist railroads? Ellis thinks so, saying that IP is targeting a different market segment with dinner trains and more luxurious equipment. The question is whether co-location will create synergy and grow the market, or result in two operators getting smaller pieces of the same pie. As usual, Ellis has a freight revenue source in mind, and it's the development of a fresh produce terminal at Watsonville, with the goal of sending out refrigerated trainloads.

Cape Cod

Cape Rail is owned by the State of Massachusetts. IP is now the contract operator of 66 miles from Middleboro onto Cape Cod. The line is already a freight hauler, including a regular trash train. Ellis sees the potential for much

more trash. Cape Rail subsidiary Mass Coastal also switches the Port of New Bedford. The port, which leads the nation in seafood handling, recently decided to upgrade its rail facilities and promote that capability. Ellis foresees a refrigerated service, which ideally would provide a backhaul for those produce reefers coming out of Watsonville.

On the passenger side, he's taking over the existing Cape Cod Central tourist operation, which runs 46 miles from Hyannis to the Cape Cod Canal. This summer MBTA is scheduled to extend existing Middleboro Friday, Saturday and Sunday service to the Cape. Ellis' crews would run the trains from Middleboro to Hyannis.

Pullman Sleeping Car Company

Perhaps nothing has interested this writer more than IP's resurrection of the Pullman brand. Service began in November with cars tacked onto the rear of Amtrak's City of New Orleans. There are currently nine cars in service, making a round trip twice weekly.

I asked how this is different from the similar service previously offered by the American European Express on the rear of Amtrak trains. Ellis says the Pullman service is aimed at a price point that is lower than AEE, but higher than Amtrak. He describes it as the difference between luxury and first

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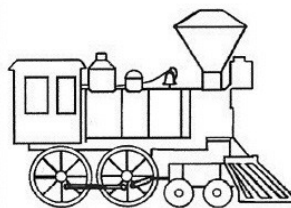
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class, with luxury affordable only by the 1 percent, while Pullman service is within the reach of a much larger demographic. He is also banking on the nostalgic appeal of the Pullman name. This isn't just window dressing. Crew members wear accurate reproductions of Pullman uniforms and IP has, in Ellis' words, "dusted off the Pullman rulebook". I wonder if this includes the legendary dozen or so steps to properly serve a beer.

Most intriguing were the stories circulating about restoring real heavyweight Pullman sleepers. Apparently IP has been buying them in large numbers and now owns dozens of heavyweights. For example, it recently purchased 1924 6-compartment, 3-drawing room 1924 sleeper Donizetti from the Mad River & NKP Railroad Museum.

Two heavyweights are under restoration at the Lancaster & Chester. They will serve as prototypes. The question is how to update them to modern standards without compromising the heavyweight look. All are being retrucked because the original trucks cannot be certified for 79 mph. All the windows must be upgraded to FRA approved glazing.

Those cars that haven't been gutted will be restored to their original

configurations, or at least close to it. This includes the return of open sections. Cars that have been gutted will receive master rooms and other larger accommodations with a higher price point.

Today, IP has a fleet of about 200 passenger cars, although the majority are not yet in service. To accompany the cars, IP has been buying up vintage power. The most recent acquisitions are six E units, including a pair that had been owned by the New York, Susquehanna & Western, and a pair from the Central New York Chapter, NRHS that are painted in Lackawanna colors. This brings the total to 12 E units, 5 F units and 10 F40s, not to mention the pair of BL2s on the Saratoga & North Creek. Ellis intends for everything in the fleet to be restored to operation.

When asked if more Pullman routes are in the offing, he says that the focus for the next two years will be further developing the Chicago-New Orleans service, "getting it right". He's talking to cruise lines that serve New Orleans about joint trip packages, a la the Alaska Railroad. He's also exploring joint packages with the Mississippi River steamboat American Queen.

Adirondack Scenic Railroad

Readers may know that the Adirondack Scenic Railroad is trying to reopen the last 59 miles of dormant line between Big Moose Lake and Saranac Lake. Doing so would tie together their two isolated operations (Utica-Big Moose Lake and Saranac Lake-Lake Placid). However, they've been met with opposition from a group that wants to convert the mothballed railroad to a trail.

Ellis has stepped into the dispute with a proposal for overnight Pullman service from New York to Lake Placid. The end-to-end distance would be 344 miles, and would revive an old New York Central sleeper run. But what about those 59 out of service miles? Ellis' answer—upgrade the track from Excepted to Class 1. He estimates it would cost maybe \$2 million. Those miles would be covered at 15 mph in the middle of the night when hopefully no one is awake. Mission accomplished. Well, not quite. There are currently no Empire Service trains between New York and Utica at the right hours. They would have to be extended from Albany, which would be more costly and requires the cooperation of Amtrak and CSX. Stay tuned on this one.

Elsewhere, IP has introduced the Polar Express to England on its



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Dartmouth & Weardale tourist railway. This has caught the attention of other UK operators by carrying 45,000 passengers this year at the premium fare of 22 pounds.

Steam has not been forgotten. Southern Pacific 2-6-0 #1744's boiler is being rebuilt at Historic Machinery Services in Alabama. It is hoped the engine will return to service in 2013. Once it does, Lake Superior & Ishpeming 2-8-0 #20 will be rebuilt.

FALLEN FLAGS

For 2013, an unusual number of tourist lines won't be running, and some will be gone permanently. The near term future of the East Broad Top is unclear. Add to that the Fayette Central in Uniontown, PA, Buckeye Central in Byesville, OH, Toledo, Lake Erie & Western in Maumee, OH, Sisseton-Milbank in South Dakota and the Stourbridge Line in Honesdale, PA. On the bright side, Finger Lakes Railway in upstate New York resumed passenger service in 2012 after a one-year hiatus.

It looks like the Buckeye Central is gone for good. According to its website, operations were suspended in early 2012. Apparently the all-volunteer Buckeye Central was negotiating to buy the railroad and the deal was cancelled, leading to the 2012 shutdown. Now it's

reported that the line will be converted to a trail.

The railroad's rolling stock is up for auction, including:

Davenport 50-ton diesel locomotive No. 4

Plymouth model JDT locomotive No. 7

Coach No. 200 ex-Baltimore & Ohio

Former B&O/REA baggage/horse car No. 742

Steel cupola caboose PM/C&O #A989, built 1941.

A tie handler

A Kilbourne & Jacobs dump car; a small open hopper car

A variety of grade-crossing signals, sheds, tools, and hardware.

Toledo, Lake Erie & Western ran on the eastern portion of the former Nickel Plate line from Waterville to Grand Rapids under trackage rights from Norfolk Southern. At one time they extended to the historic canal town of Grand Rapids, but that portion of the track had deteriorated to excepted status, so passenger service was not permitted. Grand Rapids had previously been the line's operating base and was the primary attraction. It is also home to the Waterfront Electric Railway, a small trolley museum which still seems to exist, but may be inactive.

In July 2012, the 37-mile Sisseton-Milbank Railroad in Milbank, SD, a

former Milwaukee Road branch, was purchased by regional Twin Cities & Western. That spelled the end for its periodic tourist train service.

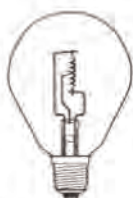
The rolling stock is finding other homes. To date Lake Superior Railroad Museum in Duluth, MN has acquired former Great Northern heavyweight baggage car No. 257 (Pressed Steel 1918). The car was built as RPO car #24. It will become a concession/bar car on the North Shore Scenic Railroad between Duluth and Two Harbors. The private Iron Horse Central Museum in Chisago City, MN has bought Milwaukee Road open platform branch line combine #2705 (Milwaukee Shops 1934) and Milwaukee ribbed bay window caboose #01879 (Milwaukee Shops 1940).

The Stourbridge Line in Honesdale, PA has ceased passenger operations. The last trains ran in 2011, and reportedly carried only 7000 passengers. The 9-mile former-Erie line from Honesdale to Hawley is up for sale. It is unclear if operations will resume.

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MONTREAL 2012

By Aaron Isaacs

The last joint ARM/TRAIN conference traveled to Montreal, where the Canadian Railway Historical Association put on a great show, and the memberships voted to merge and become ATRRM.

Pre-conference trips

The Orford Express has been in operation for some six years now and is expanding its meal train offerings annually. It runs out of Sherbrooke, Quebec on a part of the old Atlantic Limited main line (the Short Line) of the Canadian Pacific which ran between Montreal and St. John, New Brunswick, now operated by regional Montreal, Maine & Atlantic. The consist is unusual, to say the least. It is powered by a New Haven FL9 and a former Roberval & Saguenay M420TR, one of the rarest diesels anywhere; only two were built. Trailing them is a Budd dome sandwiched between a pair of RDC cars with drive shafts disconnected (but quickly connectible). Despite looking odd to railfans, the train sparkles in fresh paint and the

interiors have been completely redone.

Ottawa

We travelled to Ottawa on VIA rail, where we toured the Canada Science and Technology Museum, a modern, well-done museum with a larger than expected railroad element. There are 30 pieces in all, not including those owned by the Bytown Railway Society. Entering the building's largest gallery, the visitor is flanked by 4-8-4s from Canadian Pacific (one of only two built) and a streamlined Canadian

National Northern type. There are several other pieces on display. A separate storage building not open to the public holds most of the pieces.

Bytown Railway Society

To the extent that the Science and Technology Museum has a Friends group, it's the Bytown Railway Society. These rail preservationists own a modest equipment collection of ten pieces. They share the museum's shop facility and operate the short demonstration train ride. For our visit

The eclectic consist of the Orford Express. Steve Heister photo.





Above: Competing CN and CP 4-8-4s dominate the exhibit hall at the Canada Science & Technology Museum in Ottawa. Jim Vaitkunas photo.

Below: The Bytown Railway Society put on a show with Central Vermont steam crane #4251 (Industrial Works 1919).



they put on a great show by firing up their Central Vermont steam crane. Where Bytown punches above its weight is as a chronicler of Canadian railway news, including preservation. It has developed a network of reporters across the continent. The monthly Branchline magazine tracks Canadian rail news of any significance and it appears to be the best source available for news north of the border. I've become a subscriber, the better to pass it on to you.

Bytown's crowning achievement is the annual Canadian Trackside Guide. You could not imagine a more complete one-stop reference work. It appears that nothing moves on rails in Canada without being reported in the Guide.

After a round trip on the O-line, Ottawa's diesel LRT, the traction fans

visited the OC Transpo bus garage, where volunteers are restoring Ottawa streetcar #696 (Ottawa 1917). This is a long term project. Basically, a new body is being fabricated on the existing frame.

Space doesn't permit recapping all the seminars and other activities provided by our hosts, but one stands out--the IMAX presentation of Rocky Mountain Express, an amazing film featuring CP 4-6-4 #2816.

Exporail

It's only human nature to approach each visit to a new museum with some preconceptions. I'm pleased to say that Exporail far exceeded mine. I knew there was a big new exhibit hall, but didn't realize a.) how big it was, b.) how much fully restored rolling stock was on display in it and c.) the number

of well done smaller exhibits and extra touches there were.

It's always challenging to exhibit rail equipment indoors, when its natural habitat is outdoors. Most museums have all they can do to simply cover their collections, and can only afford to erect inexpensive structures with as much equipment crammed inside as possible for protection. As a result, the visitor walks through dimly lit canyons of railcars with an intimate view of the bottom row of rivets and not much else.

Not so at Exporail, which belongs in the top ten of North American railway museums. The pairs of tracks are widely spaced and the building is well lit. A mezzanine spans one end of the building, offering an opportunity to look down on the collection. A pit runs under the Royal Hudson and Alco FPA4 unit that greet newly arrived visitors, providing a view from underneath for technology comparison. Numerous pieces are open for internal viewing. Others have high level platforms alongside to allow visitors to easily see inside.

The 15 display tracks in the building hold some 45 pieces of rolling stock and all of them are cosmetically restored. That's quite an accomplishment, yet there are more display-quality pieces in another big barn. A third barn (not open to the public), is a closed reserve holding another 40 pieces or so.

I'm always interested in museums' collection policies and how well they adhere to them. Exporail's owner, the Canadian Railroad Historical Association (founded in 1932 as a learned society, tram 274 was acquired in 1950, Exporail was founded in 1960.), has always viewed itself as a national rather than a regional museum. Thanks to the transcontinental nature of Canadian National and Canadian Pacific, they've done a good job of achieving it. The 160-piece collection includes every equipment type. However, like any museum they collected what was close at hand, so portions of the collection, notably traction, are predominantly eastern.

Here's how the collection breaks down.

- 33 Steam locomotives
- 22 Diesel locomotives
- 24 Passenger cars
- 27 Freight cars
- 10 Caboose and non-revenue
- 43 Electric cars and locomotives

- 50 Canadian National, predecessors and subsidiaries
- 40 Canadian Pacific

There are quite a few significant pieces. Fortunately the bulk of the CRHA collection was acquired between

Attendees enter EXPORAIL, passing Old Sydney Collieries 2-4-0 #25 (Baldwin 1900).



1950 and 1965 when there was a lot to choose from. The CRHA Collection Committee of the day strived to have a representative sample of every wheel arrangement, manufacturer, owners, and car type preserved. The 33 steamers encompass 16 wheel arrangements. They range from 19th century 4-4-0s to CP Selkirk 2-10-4 #5935 (MLW 1949) the last standard gauge locomotive built for a Canadian railroad. CP #7000 (National Steel Car 1937) was CP's first diesel. CP #8905 is a rare Fairbanks Morse Trainmaster (Canadian Locomotive Company 1955). CP wood passenger car #51 from 1898 is a school car, a mobile classroom that served remote communities. Algoma Central ore car #4341 (Pressed Steel 1901) is the oldest steel freight car in Canada. They have two of the iconic Montreal theater-seating observation streetcars. There's a Newfoundland narrow gauge consist. This is a very comprehensive collection.

The aisles between the tracks are full of small interesting displays, drawn from the 10,000 small artifacts in the collection. One of the best displays is an area of cobblestone-encased streetcar tracks and switches, relocated from the Montreal Tramways Saint Henry car barn. This was a recent acquisition, the barn was demolished to make way for a Home Depot store.

The Angus Pavilion is named for Angus family, the late Frederick Angus (great grandson of R. B. Angus an

original syndicate member of the CPR) and his family were major benefactors of the museum. The building is a full service museum facility, with a library and archives, a separate small artifacts storage area, art gallery, small café, model railroad room (plus numerous large scale models), and a museum store. The mezzanine level is a large event space that can be subdivided and rented out for events.

Elsewhere on the 50-acre site are two large storage barns, a two-track shop building, an outdoor storage yard, the Canada Atlantic (CN) depot from Barrington, and the Hays building, a replica Grand Trunk depot named after Charles Melville Hays who was President of the Grand Trunk Railway and was lost on the Titanic. An electrified trolley loop circles the

grounds for on-site transportation, passing a mini-train that makes a figure-8 loop. At the southeast corner of the grounds is an interchange track to the CP. From there, a one-mile demonstration railway (which operates Sundays) connects with the streetcar loop.

Attendance in 2010-2011 was 63,138, of whom 30 percent attended events in the event rooms. Attendance increased 5 percent over the previous year, and the number of group visits rose 21 percent. CHRA has 827 members and 125 volunteers. Volunteer hours for the year totaled 16,450 hours. There are 8 full time and 15 part time employees in the summer season.

2011 revenues

\$300,309	Admissions
\$136,922	Gift shop and coffee shop
\$63,732	Room rentals
\$38,643	Memberships
\$123,163	Donations
\$98,647	Other revenues
\$1,120,040	Grants
\$1,961,456	Total revenue

Current restoration projects include the restoration of Montreal tram 274 (the first piece acquired by the CRHA), re-wheeling Canadian National oil-electric #15824, and period restoration of CPR RDC #9069.

BEFORE EXPORAIL

By Robert Robinson

The Canadian Railroad Historical Association was founded in Montreal in 1932 and incorporated in 1941. It is the oldest railroad history organization in

Motorman and goodwill ambassador Daniel Laurendeau welcomes conventioners aboard Montreal Transportation Commission observation streetcar #3 (MTC 1924) for a chilly loop around the grounds. Jim Vaitkunas photo.





Top: The headhouse of the Angus pavilion.

Middle: Two Montreal Locomotive Works products, CP Royal Hudson #2850 (1938) and FPA-4 #6765 (1955 greet visitors as they enter the exhibit hall.

Bottom: A sample of the great variety of preserved equipment in the hall, including CP 4-4-0 #144, built in 1886. Jim Vaitkunas photos.



Canada.

Currently the CRHA has 1000 members and 8 Divisions across Canada and publishes Canadian Rail, a bi-monthly magazine dedicated to Canadian railway history. It owns and operates Exporail, formerly the Canadian Railway Museum and Canada's largest railroad museum, established in 1961.

CRHA ran excursions from 1932 until VIA took over CNR passenger service in 1977 and CPR in 1978. Thereafter the cost of chartering a train became prohibitively expensive.

Publications started in 1937 with the first issue of the Bulletin. It was suspended during World War II and resumed only in October 1949 with a new title, the CRHA News Report which eventually became Canadian Rail. Canadian Rail was changed to the current large page format with bi-monthly publication in 1983.

The CRHA publishes books on occasion and presently has two in the works.

The CRHA Archives includes over 80 archival collections from CN, CP and the Grand Trunk, Montreal Locomotive Works and Canadian Car and Foundry; and from prominent men such as Charles Melville Hays, President of the Grand Trunk Railway in its period of greatest expansion and Sir William Cornelius Van Horne. Numerous private collections also call the Exporail archives home.

In 2007, the Canadian Railroad Historical Association Foundation was incorporated to support:

1) the conservation of, preservation of, interpretation of, display of, and dissemination of information on, as well as to advance the education about Canada's Railway Heritage,

2) the ongoing development of a library and archives and research into Canada's Railway Heritage,

3) the preparation and publishing of Canadian Rail and the publishing of books about Canada's railways, and

4) other institutions involved in conserving, preserving, interpreting and displaying Canada's Railway Heritage.

Genesis of a museum

For seventy-five years starting in

Top: The streetcar aisle, featuring track in cobblestones transplanted from Montreal Tramways Saint Henry carbarn. Jim Vaitkunas photo
Middle: The replica of 2-2-2 John Molson (Kawasaki 1970) was steamed up for our visit.
Bottom: At the 1882 Barrington, Quebec station, the streetcar loop meets the mile-long demonstration railway.

Bottom: At the 1882 Barrington, Quebec station, the streetcar loop meets the mile-long demonstration railway.

1950, CRHA has collected and preserved an exceptional range of artifacts, carefully chosen to reflect the Canadian experience.

It must be recognized that railway preservation in the 1950's was not in vogue. Scrap lines were everywhere - if it was wood, it got burned; if it was steel, it got cut up. CNR's Turcot yards, CPR's Angus Shops, MTC's Youville Shops, were all beehives of scrapping activity. 'Why would you want to spare this piece of junk' was the cry of the day! Clearly a solution was necessary. Faced with a growing collection, it was decided in 1959 to establish a museum that would permit already acquired pieces of equipment to be moved from their temporary storage locations.

The "National Collection of Railway Rolling Stock" is defined as "those artifacts that are representative, and/or historically or technologically significant, and which illustrate and contribute to an understanding of the evolution and social impact of rail transportation systems in Canada."

The original objective to preserve a collection representative of Canadian railroading, has largely been achieved. The collection includes rolling stock representing all major wheel arrangements in Canadian steam locomotives; the major classes of diesels; representative freight and passenger equipment, with contributions from both of Canada's world-class railways as well as lesser-known operations. Other rolling stock was selected to represent historical events, or technological innovations. Additional rolling stock continues to be added.

Construction begins

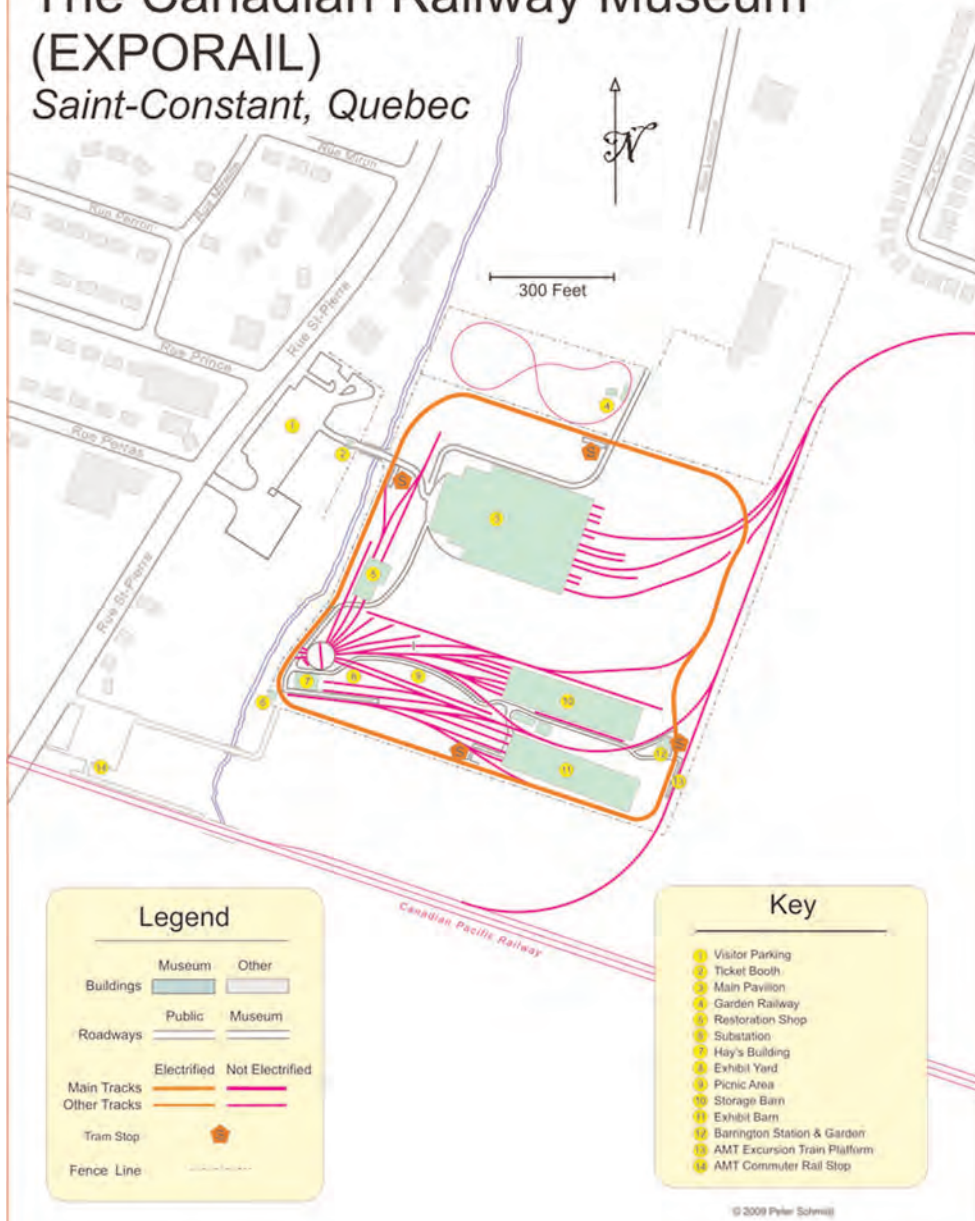
After considering a number of sites, the newly formed Museum Committee, announced in 1960 that the Canada Creosoting Company, had agreed to lease for an extended period, for nominal charge, a 10-acre site in Delson / Saint-Constant. The lease was signed on July 21, 1961.

Construction of the first track into the museum site from the CPR Candiac spur commenced was completed in 1962 along with today's building 5 (at that time #1). By 1963 the Museum had



The Canadian Railway Museum (EXPORAIL)

Saint-Constant, Quebec



received 25 trams, 20 steam locomotives and 5 passenger cars. The museum opened to the public in 1965.

Between 1965 and 1971 the Museum doubled its railway equipment storage capacity through the construction of a second building similar in size to Building Number One. The Federal Government donated \$80,000 to help pay for its construction.

The Barrington, Québec station, built 1882 by the Canada Atlantic Railway, was moved onsite in 1965. In 1971 a replica of a divisional point station was constructed and named for Charles Melville Hays, the President of the Grand Trunk and Grand Trunk Pacific Railways until his death in 1912. The Hays Building served as a visitor reception centre and archives repository until the opening of the Exporail building many years later. Prior to the construction of the Hays Building, a turntable from St. Lin, Quebec that had been donated by the CPR was moved into its present

position at the museum.

Regular live steam operations began in 1971 in the form of the "John Molson", an operating replica of a circa 1848 locomotive from Canada's first steam railway, the Champlain and St. Lawrence Railroad. It was built by Kawasaki Heavy Industries.

With the increasing scope and importance to Canadian history of the collections entrusted to the CRHA, it became evident that additional capital and operational funds were required to expand and improve the facilities and to add professional staff. CRHA approached National Museums of Canada (NMC), who at that time had the responsibility for both the national museums and the federal programs designed to support museums across the country. Subsequently the CRHA submitted a 5-year capital plan and a set of goals for the Canadian Railway Museum.

A 1977 report recommended the establishment of the "Specialized

Museums Programme in Canada" to ensure the preservation and accessibility of these collections for the Canadian public. CRHA applied to the NMC for designation of the CRM as a specialized museum. In April 1978, the CRM received the designation "Specialized Museum for Railways in Canada". The CRM thus became eligible for capital funding under the Specialized Museums Programme.

National Museums of Canada undertook a site selection study for the CRM. It concluded that no superior site to the Delson/St. Constant location could be found.

This conclusion led to a grant application to purchase 32 adjacent acres at Des Bouleaux along the CPR Cadiac Spur. Acquisition was completed in 1982.

In 1992 a two-track shop building was built with capital funds provided by the Government of Canada.

EXPORAIL

By 1992 the CRHA decided that it could not take more time to examine alternate sites / proposals for the Canadian Railway Museum, so the project known as Exporail was developed.

A comprehensive report published in 1993, formed the basis for the development of the Exporail facility. In 1997 the government of Québec agreed to provide \$3.4 million, on the condition that the Federal Government provided matching funds. On October 5, 2000 the Government of Canada announced that they would provide \$3.0 million dollars from regional economic development funds, and the EXPORAIL project was launched.

Ground was broken on October 6, 2000. As construction progressed, there were some modest cost overruns. A parcel of land owned by the CRHA at Des Bouleaux Street, which was zoned residential, was sold to a private developer and the proceeds used to fund the project. A strip of land was retained to relocate the old CPR Cadiac spur which is used by the Sunday train operation. Canada and Quebec also contributed an additional \$ 1.2 million each to see the project through to completion.

On May 31, 2003, Exporail, opened to the public - over one year late, slightly over budget, and still not fully complete. Due to mechanical problems with the contractors ballasting equipment, exhibits could not be placed on tracks 15 and 20 until about a week later. Otherwise everything was ready to go. The official opening took place on Friday, August 27th, 2004.

Today, Exporail is situated on 50 acres of land containing three display buildings, with a total of 125,600 square

feet of exhibition space (Buildings One and Five), a 25,000 square foot storage space (Building Six), an 1882 country station, a replica of a divisional point station, a restoration shop and a turntable. Exporail features rides on a one-mile tramway line, a two-mile railroad line and an outdoor miniature railroad. It also has an extensive HO-gauge model railroad installation. The facility includes a library, an archive center, temporary exhibit spaces, a multi-purpose hall, a theatre, and food and retail spaces.

The pavilion has been named in memory of Fred Angus, former editor of "Canadian Rail", and Donald and Mary Angus, his parents, who were life long supporters of CRHA.

HERITAGE RAILNEWS

American Steam Railroad Groveport, OH

The society has acquired Frisco 2-8-2 #1352, (Alco 1912). Originally a 2-8-0, it was rebuilt during World War II. An agreement has been reached to move the engine to the Midwest Railway Preservation Society's ex-Baltimore & Ohio roundhouse in Cleveland for restoration. There it will join Grand Trunk Western 2-8-2 #4070.

Alberta Railway Museum Edmonton, AB

Evraz Pipe in Camrose, AB has donated GE 44-tonner #4, originally Canadian National #4. The museum has also acquired an unnumbered 50-ton diesel (GE 1956) from Lafarge, Canada.

B&O Railroad Museum Baltimore, MD

B&O 2-8-0 #545 (Mount Clare Shops 1888) was one of the 22 pieces of rolling stock damaged in the 2003 roof collapse. Its restoration was unveiled on October 20.

Black River and Western Flemington, NJ

Former Great Western 2-8-0 #60 (Alco 1937) has returned to service after its FRA-required rebuild.

California State Railroad Museum Sacramento, CA

The goal of a rail connection between the original museum site and the former Southern Pacific Sacramento Shops has been realized. Previously the museum's track made a 90-degree crossing of the double track Union Pacific main line at the east end of the Sacramento River bridge. From there the tracks fanned out into a yard on the west and north sides of the shop buildings. That land is slated for commercial development. The yard,



The One Way Low Speed (OWLS) diamond on the new track connecting the California State Railroad Museum with the Sacramento Shops in the distance. Wheels of museum equipment ride up and over the UP mainline on their flanges, eliminating pounding for the mainline tracks. CSRM photo.



Caboose news--Above: Last year Whitewater Valley re-sided and painted Baltimore & Ohio #C2129, C2125, and C2232 (Washington, IN Shops 1924-29). Erie #04946, seen at right, is scheduled for rehab in 2013. Francis Parker photo. Below: Whippany Railway Museum has restored Jersey Central #91529 (Elizabethport Shop 1949). WRM photo.





The Wiscasset, Waterville & Farmington Railway has replicated this 2-foot gauge milk car, now displayed on the Wiscasset, ME waterfront. Jim Vaitkunas photo.

where the museum kept quite a few pieces of unrestored rolling stock, has been removed. Loss of this track space led to the deaccession of over 30 pieces, most to other museums.

The new track connection to the shops has a more southerly alignment, connecting to the south end of the transfer table between the Boiler and Erecting Shops. To achieve this, and stay away from the redevelopment area required a new set of diamonds east of the old ones, crossing the main line at about a 45 degree angle. UP did not want conventional diamonds with their attendant high maintenance. The solution was a new technology known as "One Way Low Speed" or OWLS. Equipment using the museum's track rides up and over the UP rails on the flanges, guided by shallow grooves next to the flangeways. Made at slow speed, the movement is safe. The main line trains have no gap to pound across and everyone's happy.

Cass Scenic Cass, WV

Climax #9 is being restored. A contract to re-tube the boiler has been awarded to the JS Company of Middlefield, OH. The work is funded by a \$200,000 Transportation Enhancement grant.

CNJ Tower, Phillipsburg, NJ

Warren County has granted \$60,850 to restore the tower.

Colorado Historical Society

Few states support historic preservation and one of them is Colorado. Your editor just stumbled across the Colorado Historical Society's

grant website. Some of this is old news, but it's good to see which projects have been funded, some substantially.

Projects Closed in Fiscal Year 2010

Denver & Rio Grande Depot, City of Montrose, Historic Structure Assessment, Montrose/Montrose, \$10,000
 Denver & Rio Grande Western Railroad Depot, Historic Structure Assessment, Mesa/Grand Junction, \$10,000
 Denver & Rio Grande Western Railroad Depot, Town of La Jara, Exterior Preservation, Conejos/La Jara, \$95,795
 Denver, Leadville & Gunnison Depot, Buena Vista Heritage Museum, Exterior Restoration, Chaffee/Buena Vista, \$105,000
 Midland Depot at Divide, Teller Historic and Environmental Coalition, Archaeological Assessment, Teller/Divide, \$9,916
 Colorado Railroad Museum, Locomotive and Railcar Restoration, Jefferson/Golden, 5/12/10, \$66,900

FY 2011 grants awarded

La Jara depot \$160,909
 Hugo roundhouse \$124,113
 Grand Junction depot \$162,811
 Silverton Northern engine house \$11,425

FY 2012 grants awarded

D&RGW Crested Butte Depot \$195,613
 Cumbres & Toltec rehab \$34,948

Conway Scenic Railroad North Conway, NH

We try to report on major improvements, but this overlooks the

smaller, incremental work that is so important to keeping a railroad running. When you add them all up, it's a lot. Here's what the Conway Scenic accomplished in 2012.

1. Reprofiled GP38 #252's front truck wheels.
2. Sealed and painted the roof of coach #6745.
3. Rebuilt one of coach #1133's trucks, and repainted and lettered the exterior.
4. Installed custom made stair handrails at the 1874 North Conway station.
5. Replaced the station roof between its two towers.
6. Traded two GE locomotives to Finger Lakes railway for a GP9. The new loco went to the Derby, Maine shops for a new generator and traction motor.
7. Did engine work on locomotive #573.
8. All new windows in coach #1140.
9. Two new wheel sets and roof work to open car #557.
10. Painted the Conway freight house.
11. Installed 550 ties and 87 switch timbers.
12. Repaired the North Road grade crossing in Conway.
13. Spread 66 carloads of ballast on the Crawford Notch Line, lined and surfaced part of it and rebuilt 43 culverts.

Cumbres & Toltec Scenic Railroad Chama, NM

Tim Tennant, President and CEO of the Friends of the Cumbres & Toltec, wrote to correct some errors in the last issue of RMQ/Trainline. "RGRPC actually terminated its agreement with the Commission in November 2005 over a dispute concerning liability insurance coverage. RGRPC was not reorganized into C&TS Management Corp. After RGRPC terminated its operating agreement, the Commission approached the Friends to help figure out how to run the railroad. The Friends helped to form what was a totally separate non-profit in March 2006 which was C&TS Management Corp. I was General Manager for two seasons and a board member as well. CTSMC managed the railroad from 2006 through the 2011 season. CTSMC elected to leave after the 2011 season so the Commission put out an RFP to seek a qualified management company. Ultimately American Heritage Railways was selected during the fall of 2011. I hope that clears up what I viewed as some minor errors in detail."

During the 2012 season, American Heritage Railroads operated the C&TS under contract, but in the fall decided to give up the contract. The Cumbres & Toltec Scenic Railroad Commission then decided to operate the railroad on its own and began a search for an experienced heritage railroad manager.

They have selected ATRRM Board member John Bush for the job. Bush was manager of railroads at the Roaring Camp & Big Trees and Santa Cruz, Big Trees & Pacific railroads in California, where he was responsible for operations, shop and track departments. He also worked for the White Pass & Yukon and the Georgetown Loop railroads. He was assistant general manager and chief mechanical officer at the Cumbres & Toltec in the late 1980's and early 1990's.

**Durango Railroad Historical Society
Durango, CO**

The Society has entered into an agreement with the San Juan County Historical Society to create the Silverton Railroad Historical Park. It will be centered on the Historical Society's Silverton Northern engine house, which the Society leases and uses for equipment storage. A track connection to live Durango and Silverton rails has been relaid, along with 1700 feet of track in the right of way of Cement Street from 7th Street to 10th Street that will be used for demonstration.

The engine house would be restored, upgraded with full utilities and



At Fort Steele Heritage Town in British Columbia, provincially-owned MacMillan-Bloedel Lumber 2-6-2 #1077 (Montreal 1923) travels an hourly 20-minute loop around the grounds.

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used to house and restore equipment. Besides Rio Grande 2-8-0 #315, the Society has restored one gondola (see the Fall 2012 RMQ/Trainline), is in the midst of restoring another, and has plans for more. Meanwhile the Historical Society owned the "Casey Jones" motor car, is restoring an SN caboose and owns other unrestored pieces.

Another current project has an unusual back story. In 1949 Twentieth Century Fox produced the movie A Ticket to Tomahawk, a railroad themed western set in 1876 and filmed on the Silverton branch.

The movie crew leased Rio Grande Southern 4-6-0 #20 (Schenectady 1899), currently under restoration at the Colorado Railroad Museum. For the movie it was painted as T&W 1, Emma Sweeny and given a false funnel stack, long wooden pilot, link and pin coupler, oil or kerosene headlight box over the electric light with a set of six-point antlers on top, and a fancy and colorful paint scheme, including three-masted sailing ships on both sides of tender.

The movie script called for the locomotive to be hauled over a mountain pass by horses. For those scenes the studio built a full-size wood, fiberglass and steel replica. The replica has survived. The studio sold it to a private party in 1960. It was resold a few years later, modified to resemble Sierra

Railroad #3, and used in the TV series Petticoat Junction. From 1970 to 1980 the mockup went through four private owners before being donated to Amador County. In 2010, the Durango Railroad Historical Society requested donation of the mockup, which happened a year later. It is being restored in Durango.

Galveston Railroad Museum Galveston, TX

Four years after suffering considerable damage from Hurricane Ike, the museum had its grand reopening in November. The newly restored F units were dedicated, painted in the Santa Fe warbonnet livery. Two new coaches cars and a diner for the museum also arrived.

Gaspe Railway

Ten former Montreal AMT commuter coaches (Hawker Siddeley 1967, 1968, 1974) originally built for Toronto's GO Transit have been purchased for a new tourist train to run on the Gaspé peninsula.

Illinois Railway Museum Union, IL

Chicago Rapid Transit wood L car #1797 (ACF 1907) has been restored. It will return to service next spring, paired with similar trailer #1024, which was restored in 2010.

IRM is celebrating its 60th anniversary. The Rail & Wire newsletter (actually it's a 32-page magazine)

includes interviews with 15 people who have been members for 50 or more years. Amazingly, seven of them are still active volunteers.

Jersey Central #113, Minersville, PA

Big 0-6-0 #113 was steamed up and road tested for the first time on November 23rd.

Mid-Continent Railway Museum North Freedom, WI

Earlier this month Mid-Continent Railroad Museum quietly closed its satellite museum in Mazomanie two years after it opened and dropped its annual sponsorship of a Mazomanie folk-music festival. The original hope was that the second museum would generate a revenue surplus for Mid-Continent's main site at North Freedom, but the surplus never happened.

Museum London, London, ON

Following the abrupt closure of the EMD locomotive factory, Electro-Motive has donated large 6 by 36 foot murals from the lobby. They date from around 1950.

National Capital Trolley Museum, Colesville, MD

Bill Wall of Shore Line Trolley Museum has engineered another of his patented multi-museum trades. New Jersey Transit line car #5221 (Russell 1912) and NJT work car #5223 (New



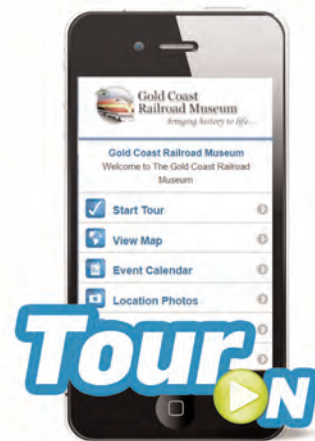
As seen at the Gold Coast Railroad Museum in Miami, FL

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Jersey Public Service 1917) belong to the Friends of the New Jersey Transportation Heritage Center, Inc. NCTM leased #5221 to facilitate construction of overhead and #5223 to protect the car with indoor storage. FNJTHC found a benefactor who wants some work done soon so FNJTHC ended the lease early and moved the cars to Lyons Industries in Ebensburg, Pennsylvania.

Last October NCTM President Ken Rucker casually mentioned to Bill Wall that he had always wanted an 80-series Red Arrow car for NCTM. Within 24 hours Wall negotiated a deal with Electric City Trolley Museum for Philadelphia & West Chester #85 (Brill 1932). NCTM swapped a pair of Peckham trucks from DC Transit work car #0509, destroyed in the 2003 fire for a pair of standard gauge, rebuilt trucks and paid for transportation of the shell of Scranton Transit Electromobile #505 (Osgood Bradley 1929) from Rockhill to Scranton in exchange for title to #85. The car is a work in process dating back to Ed Blossom's shop in Topton, PA. NCTM's goal is to restore the car to its original appearance.

Nelson Chamber of Commerce Nelson, BC

Having acquired the Nelson Canadian Pacific depot, the Chamber has

arranged for a pair of locomotives to be displayed in front of it. CP CPA16-4 "C-Liner" #4104 (Canadian Locomotive 1954) was built to a Fairbanks Morse design and worked out of Nelson until retired. It is coupled to a Squaw Creek Coal H16-66 "baby Train Master" (FM 1958), painted in CP colors and numbered 7009. The locomotives are privately owned and were stored in CP's Calgary yard until recently. They are on permanent loan.

Nevada State Railroad Museum Carson City, NV

Here's something unusual. The museum has a new book on the construction of the Central Pacific portion of the Transcontinental Railroad. The unusual part is that all 218 photos are 19th century stereo slides, shown both as cards with paired side-by-side images, and as 3D anaglyphs. 3D viewers come with the book. Titled "Waiting for the Cars", it is available through the museum for \$29.95 plus \$5.05 shipping.

New Hope Valley Railroad Bonsal, NC

Cliffside Railroad 2-6-2 #110 (Vulcan 1923) has been donated by the Stone Mountain Memorial Association. No. 110 was retired by the Cliffside in 1962 and sold to the Swamp Rabbit RR in South Carolina in 1963. It later moved

to Georgia, where it operated on the Stone Mountain Scenic Railroad for several years.

Northern Ohio Railway Museum Chippewa Lake, OH

One of the great benefits of railway preservation is unexpected time travel. A good example is the museum's recent acquisition of overhead wire hardware—still hanging inside a former streetcar barn. The barn in Elyria, OH served the Cleveland Southwestern and Columbus Railway until abandonment. Museum volunteers removed 19 Ohio Brass overhead hangers, and a sample section of the wood trough they were mounted in.

San Diego Electric Railway Association National City, CA

In an arrangement similar to Market Street Railway and San Francisco Muni, the San Diego Electric Railway Association acts as a "friends" group to San Diego's light rail system. It has accumulated a fleet of streetcars, has restored one and returned it to service, and is working on more.

It owns six PCC cars, 1 Birney body which is being restored, and three Vienna, Austria single truckers. The Birney (St. Louis Car 1917) was originally built for the Brockton &

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Plymouth Street Railway in Massachusetts, and later became Bellingham, WA #357. It wound up an Old Spaghetti Factory restaurant in San Diego that later closed.

A recent acquisition is the body of San Diego streetcar #54, which currently resides at the San Diego History Center in Balboa Park. A California type car with open and closed sections, it was created in 1896 out of two former cable cars following the 1892 shutdown of the San Diego Cable Railway.

Three of the PCCs are ex-Muni, ex-St. Louis PCC cars from a collector in Lake Tahoe. The first of these, Muni #1122, numbered #529 as an extension of San Diego's historic PCC numbers, has entered service. It runs as the San Diego Vintage Trolley Silver Line. Starting at the 12th & Imperial Transit Center, it

runs a loop on existing LRT tracks via Harbor Drive, C Street and 12th Street. Service runs every 30 minutes during the midday on Tuesdays, Thursdays and weekends.

SDERA has acquired Newark Subway #10, which it has renumbered 534. It is under repair at United Transportation Company in Pennsylvania, but the project needs more funding to reach completion.

San Francisco Muni

The Market Street Railway newsletter reports that double-ended PCCs #1006 and 1008 (St. Louis 1948) have returned to service after a complete rebuild by Brookville Manufacturing and carry the green and white Muni color scheme. They will be joined soon by identical 1009 and 1011. The four new

rehab will join sisters #1007, 1010 and 1015 that were restored in the 1980s.

The double-enders are part of a larger project to rehab streetcars to meet demand on the F-Line and start up the E-Line. The E-Line will travel from Fisherman's Wharf to AT&T Park and the Caltrain Station via the Embarcadero, using existing F-Line and T-Line tracks.

Muni streetcar #1 (Holman 1912) returned to service in October 2012 after an extensive rehab. Other recent completions include Muni #1040, the last production PCC in America, and a group of 11 ex-Twin Cities, ex-Newark PCCs, numbered 1070-1080.

Shore Line Trolley Museum East Haven, CT

Hurricane Sandy struck Shore Line and the water was 8" deeper than Irene.

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However, some pre-storm planning minimized the losses this time. Twelve cars placed at the highest locations on the line stayed dry. All shop equipment motors were removed and stored at a safe height.

With help from local firefighters the power station was sand bagged, along with the Sprague building basement. 24 inches of water outside the power station resulted in only 2 inches inside. Water rose to 4 feet outside the Sprague basement but only 8 inches inside.

Roof sheets were torn off buildings 4 and 6 but the walls remained in place. All of the cars that had been flooded in Irene and not yet repaired were flooded again, and a few of the repaired cars sustained minor to moderate flooding as well.

Shore Line is raising \$2 million to be new carhouses on higher ground. As of October \$500,000 remained to be raised. Had the buildings been available 60 cars would have been high and dry instead of 12 cars.

Southern Ontario Locomotive Restoration Society

The Society has acquired National Research Council S-3 diesel #6593, originally Canadian Pacific #6593.

Southern Prairie Railway Ogema, SK

This recent tourist operation has purchased former Portland Terminal T-6 diesel (Alco 1968) from the Kettle Valley Steam Railway.

Timber Heritage Association Eureka, CA

The Humboldt Builders' Exchange, which represents local construction contractors, recently donated considerable labor and materials to advancing the rehabilitation of the association's multi-building Samoa shop complex. One 2500 square foot roof was stripped, repaired and sheathed. Two small sheds were completely reroofed. Damaged support posts were repaired. Period siding replaced inappropriate modern materials. 40 volunteers from 12 companies donated 214 hours and 16 companies donated materials.

Trolley Museum of New York

The long-awaited rebuilding of the museum's former Ulster & Delaware track to Kingston Point is underway. It's funded by a \$779,200 federal Transportation Enhancement grant, plus by \$86,578 from the New York Department of State.

West Chester Railroad West Chester, PA

Exelon Power has donated a GP38 that worked at the recently closed power plant in Phoenixville, PA. The unit is fully operational.

Western New York Railway Historical Society Buffalo, NY

The Society continues to develop its Heritage Discovery Center museum site, funded by a \$100,000 grant from the Margaret L. Wendt Foundation. They are also \$15,000 away from matching an anonymous \$50,000 matching grant. A very large solar panel installation has been completed on a building roof. It will reduce electrical cost by more than 40 percent. Work underway includes two new bathrooms, electrical repairs, additional security cameras, renovation of the planned gift shop area and installation of a catering kitchen.

Wilmington & Western Wilmington, DE

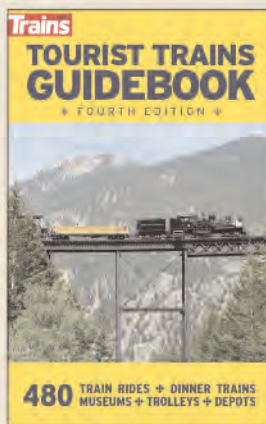
A new replica tender has been fabricated for 4-4-0 #98 to replace the original.

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Three generations of Boston Blue Line equipment pose at Seashore Trolley Museum, following a painting session. Left to right are #0622 (Hawker-Siddeley 1978), #0559 (St. Louis 1951) and #0622 (Pullman 1924). Jim Schantz photo.

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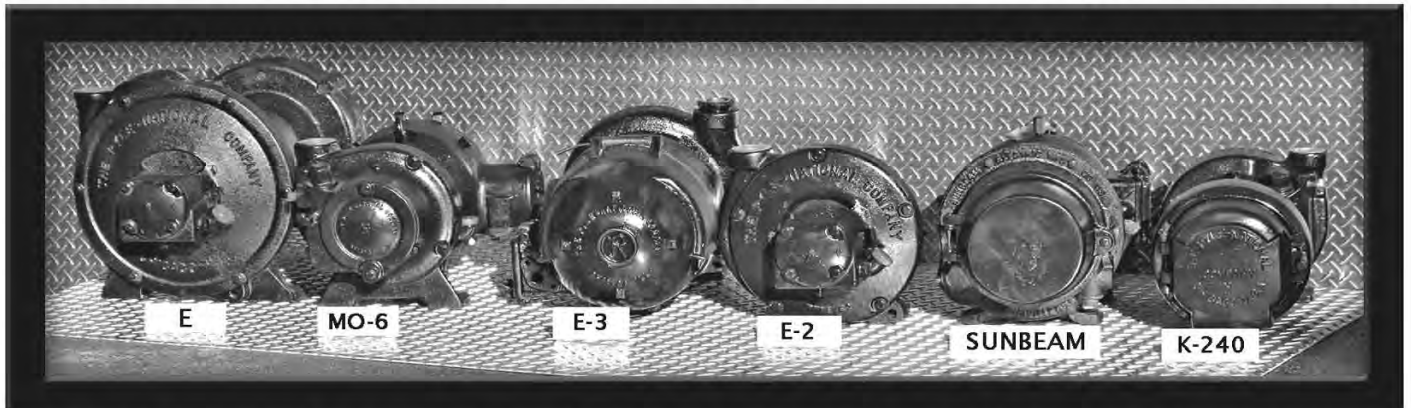
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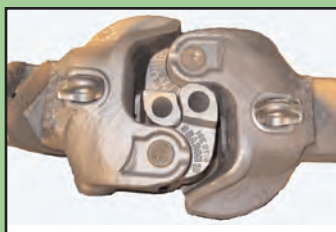


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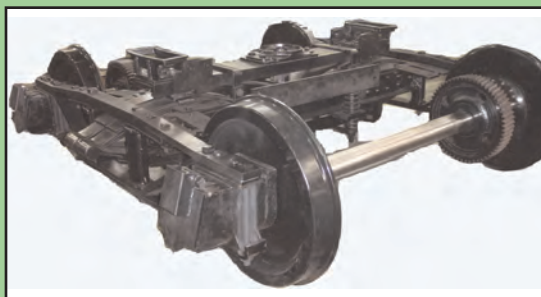
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Lower right Reid Eichner photo.



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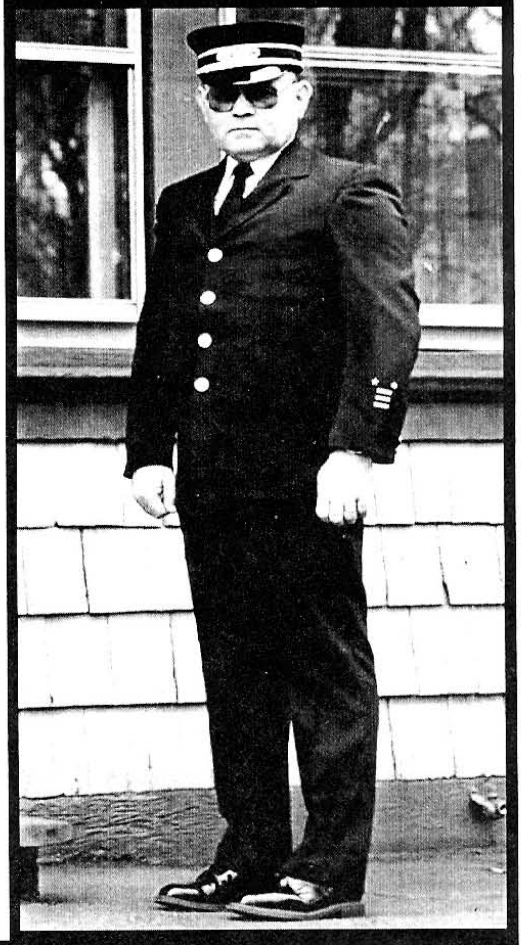
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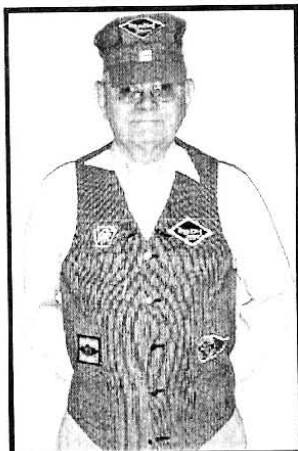
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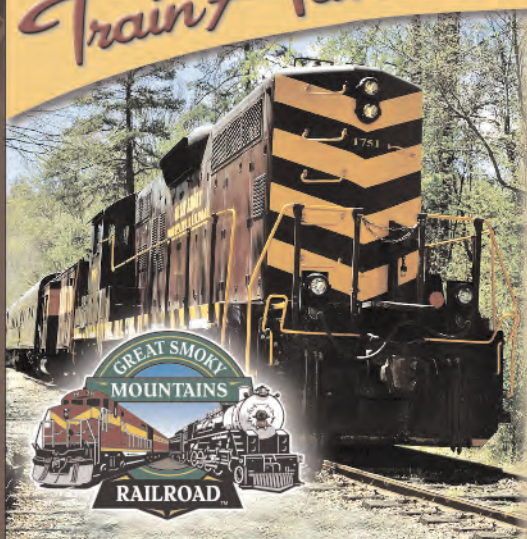


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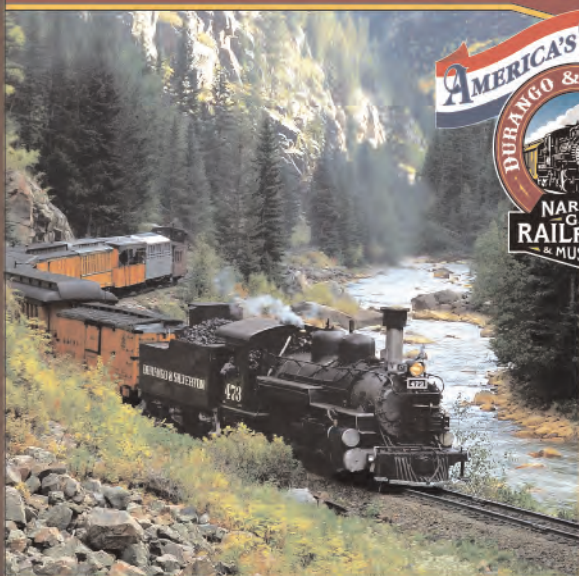
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