

RAILWAY MUSEUM QUARTERLY

TRAINLINE

arm



Number 2

Published cooperatively by the Tourist Railway Association
and the Association of Railway Museums

Fall 2010



Sacramento Northern #1005 (Holman 1912) at the Western Railway Museum is back after a long restoration. Its frame was bent in a switching accident many years ago and had to be straightened. The car was completely disassembled and every component was removed and reconditioned. Best of all, the car is presented in its original context. The museum's demonstration railway is the former SN mainline which was never removed, so the car is on home rails. It is running under catenary reconstructed to SN's specs. Photo courtesy of Western Railway Museum.

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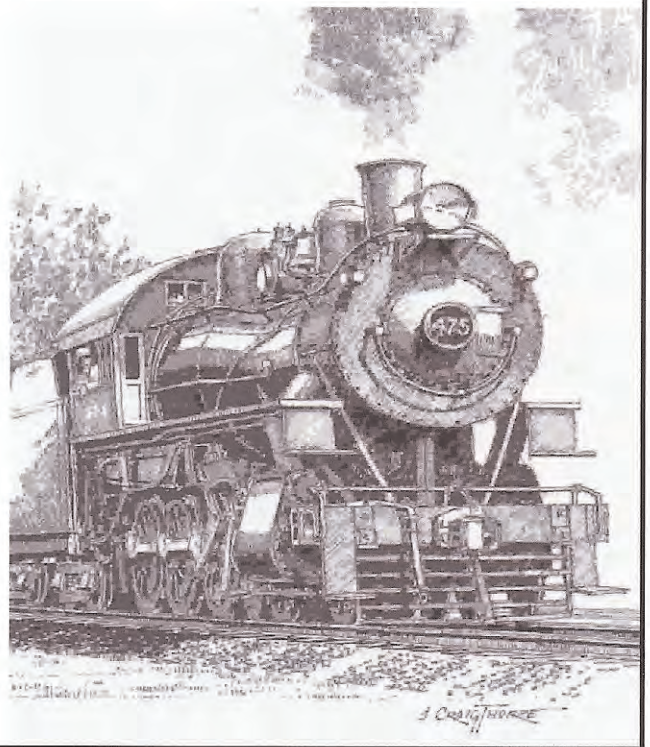
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***McRAIL is pleased to have played a major role in
recent cooperative efforts between ARM and TRAIN
and gladly supports this joint publication.***

Bob McCarthy

ASSOCIATION OF RAILWAY MUSEUMS

The purpose of the Association of Railway Museums is to lead in the advancement of railway heritage through education and advocacy, guided by the principles set forth in "Recommended Practices for Railway Museums" and incorporated in other best practices generally accepted in the wider museum community.

ARM Membership

Membership in the Association of Railway Museums is open to nonprofit organizations preserving and displaying at least one piece of railway or street railway rolling stock to the public on a regularly scheduled basis. Other organizations, businesses and individuals interested in the work of the Association are invited to become affiliates. For more details, or to report address changes, please contact the Association of Railway Museums, 1016 Rosser St., Conyers, GA 30012, or email to scg@lagniappeassociates.com. Call us at (770) 278-0088 or visit our Web site: www.railwaymuseums.org.

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The Association of Railway Museums is a Professional Affiliate Member of the American Association of Museums.

TOURIST RAILWAY ASSOCIATION

The Tourist Railway Association, Inc. is a non-profit corporation chartered to foster the development and operation of tourist railways and museums.

TRAIN Membership

Membership is open to all railway museums, tourist railroads, excursion operators, private car owners, railroad related publishers, industry suppliers and other interested persons and organizations. TRAIN, Inc. is the only trade association created to represent the broad spectrum of what is called "creative railroading".

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FROM THE PRESIDENT

By Bob LaPrelle

Note: The columns of ARM President Bob LaPrelle and TRAIN President Rick Burchette will appear in alternate issues.

The warm weather operating season is behind us, at least in the northern part of the continent. As we've done at this time every year, ARM and TRAIN have held our respective annual conferences. But unlike every other year, this is the last time they will be separate events. Beginning next March, all the Spring meetings and Fall conferences will be held jointly. The 2011 Spring meeting will be in French Lick, Indiana, hosted by the Indiana Railway Museum. The Fall 2011 conference will be in Chattanooga, hosted by Tennessee Valley Railway Museum. Looking ahead, it's Exporail in Montreal in 2012 and Orange Empire Railroad Museum in 2013.

This year's ARM Fall conference in Rockville, Maryland was a great success. The National Capital Trolley Museum graciously hosted over 100 attendees while providing outstanding seminars and presentations about current and future issues that affect all of us. In addition to our Canadian members, Australia, Japan, and Kenya were represented by attendees. Topics ranging from collections management to museum advocacy and emergency preparedness were presented during the five-day conference. Presenters from AAM, AASLH, as well as NCTM staff shared their knowledge and experience throughout the week. John Hankey discussed further his concept of Trainworld, which draws on the collective knowledge of many organizations to advance railway preservation in today's environment. Thursday's seminars were held at the B&O Museum, Friday's meetings were at the Belair Mansion and Stable Museum in Bowie, while Saturday's venue was the National Capitol Trolley Museum's new facility in Colesville. Our sincere thanks to Ken Rucker and his staff and volunteers at NCTM for a great conference and for sharing their exciting, new museum building with us.

As we work toward greater cooperation between ARM and TRAIN, we are continuing to move forward on several initiatives begun at the April meetings in Strasburg. Our websites have been linked. Railway Museum Quarterly and Trainline have merged into a single publication. A committee of representatives from the TRAIN and ARM Boards met subsequently to address the many logistical issues involving expansion of services through cooperation. The establishment of a

single administrative office and a common membership that will eliminate duplicate dues are among these issues. That group will meet again this winter and bring recommendations to the 2011 Spring meeting. Actual merger of the two organizations is now being discussed, although we hasten to emphasize that no decision has been made to do so.

The goal of these initiatives is simple: combine our strengths while reducing costs. In that way we will be better able to serve our members. The conferences will attract more attendees, providing economies of scale for participants. Commercial vendors will be able to attend a single event rather than two, and be exposed to nearly twice as many attendees.

Beyond the internal efficiencies it creates, cooperation will give us a much stronger voice as we participate in important discussions in Washington. Our effectiveness in the regulatory process will depend on the collective knowledge and skills of ARM and TRAIN members. Cooperation gives us the ability to educate agencies about our unique operations and help guide discussions regarding future safety regulations and guidelines.

We will also continue to increase our efforts in the advocacy of important funding initiatives that affect capital projects throughout our industry. Transportation Enhancement funding, as well as programs like Save America's Treasures, will benefit from our strong collective voice of support on Capitol Hill. Many important restoration projects to rolling stock and infrastructure hang in the balance as the national debate over continued public funding continues.

Toward that end, a series of informal meetings were held in Washington, DC during the ARM Fall conference. Members of ARM and TRAIN's Boards met with representatives of the American Regional and Short Line Railroad Association in an effort to address regulatory issues common to short lines and tourist railways. Some of the Short Line Association's members are also members of ARM and TRAIN. We agreed to work together in the future, which opens several opportunities for increasing awareness and our visibility in the broader railway industry.

We also met with the National Trust for Historic Preservation and the American Association of Museums. We were able to address several key issues which are of importance to our organizations including continued Federal funding for previously mentioned programs. Representatives from the National Trust and AAM were amazed at the contributions and accomplishments by our field. We were

able to educate them in a short period of time and greatly increase their awareness of railway preservation. Thanks to Paul Hammond for arranging this groundbreaking meeting. Our next step will be to participate in AAM's upcoming Museums Advocacy Day in Washington, February 28 – March 1, 2011.

These important meetings took place in the National Railway Historical Society Washington D.C. Chapter's heavyweight Pullman Dover Harbor. The 1923 sleeper-lounge was the perfect venue during its layover in Washington Union Station. This elegant car with its uniformed staff charmed our important guests and reinforced our message in a way no other venue could. Our sincere thanks to the D.C. Chapter of the NRHS for making the Dover Harbor available. We had several positive discussions with their members as well as members of the Railway & Locomotive Historical Society.

As we respond to the economic, demographic, and political challenges that face railway preservation in the 21st Century, it makes sense for all organizations engaged in the effort to collaborate where possible. At AAM and TRAIN, we will continue to recognize opportunities and take advantage of the collective resources that advance our cause. Central to this effort is raising awareness in the broader community and creating a new generation of stakeholders. Stay tuned.

NON-PROFIT IRS REPORTING

All non-profit organizations, whether 501 c 3 or 501 c 6, must file a 990 Form each year with the IRS. This is regardless of whether any taxes are owed. Failure to file for three straight years results in loss of non-profit status. Two classifications of small non-profits have been given a one-time reprieve from automatic revocation of non-profit status - those that file 990 N and those that file 990 EZ.

Which organizations qualify for the one-time reprieve? Organizations with gross receipts of less than \$25,000 may file 990 N. Organizations with gross receipts of less than \$100,000 and total assets less than \$250,000 in 2007; gross receipts of less than \$1 million and total assets of less than \$2.5 million in 2008; and gross receipts of less than \$500,000 and total assets of less than \$1.25 million in 2009 may file 990 EZ.

If your organization failed to file your 990 N or 990 EZ form in 2007, 2008, and 2009, you have until October 15, 2010 to file under this special one-time reprieve. For more information, visit the IRS Web Site.

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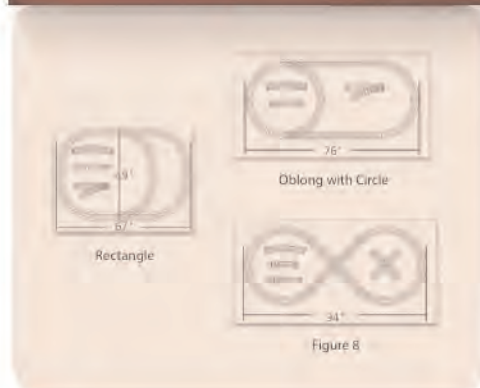
This is a great assortment of authentic battery-powered steam and diesel locomotives hauling a variety of cargo and passenger cars. Kids and train buffs alike will love the large, sturdy size of these trains as well as the realistic lights and sounds. Also included are the top ten railroading fun facts on back of packaging!

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Nebraska Railroad Museum
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Whistle Tix

NEW ARM MEMBERS IN 2010

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Arkansas Railroad Museum
Berkshire Scenic Railway Museum
Broadhead Historical Society Depot
Museum
Burton Heritage Society
Camp 6 Logging Museum
Casey Jones Home & Railroad
Museum
Central Florida Railroad Museum
Chooch & Warbucks
Clark County Historical Museum
Danbury Railroad Museum
Denver & Rio Grande Railway
Historical Foundation
Durham Western Museum
Dynamic Ticket Solutions
Empire State Railway Museum
Florida Railroad Experience
Friends of the Hershey Trolley
Gold Coast Railroad Museum
Hawaiian Railway Society
Heart Of Dixie Railroad Museum
Huntsville & Lake of Bays Railway
Society
Kentucky Railway Museum
Laupahoehoe Train Museum
Linden Railroad Museum
Lomita Railroad Museum
Mount Ranier Scenic Railroad
Nairobi Railway Museum
National Railway Historical Society,
Washington, DC Chapter
Nebraska Railroad Museum
New Jersey Museum of Transportation
Old Colony & Fall River Railroad
Museum
Railroad Heritage, Inc., Topeka, KS
Railroad Museum of Long Island
South Bay Historical Railroad Society
Whistle Tix

WASHINGTON REPORT

By Frank McKenna

There was an audible sigh of relief on September 30th when the Senate and House went into recess until after the midterm election. Among those matters still pending was H.R.4714 the National Transportation Safety Board Reauthorization Act of 2010 among

other things the Act revises the term "accident" to expand the authority of the NTSB to investigate a broad range of accidents. The Bill has passed the House and been sent to the Senate with the definition intact. It now reads as follows:

"(1) Accidents which result in the death of or serious injury to a person, regardless of whether they are accidental or not; and (2) at its discretion, accidents that affect transportation safety, but do not involve the destruction or damage of a vehicle, aircraft, or pipeline."

In what must be a first, the Board does not support the legislation. The Board does not want its authority expanded, that it has too much to do within its present statutory mandated and can't handle an increased work load. For the present the Board is operating under a continuing resolution until Congress returns after the mid term election.

Of note, the Committee on Transportation issued a report on the progress of the Recovery Act. The Act had provided funds for rail projects in an amount of \$9.3 Billion. This includes \$1.3 billion for capital grants. During the first year of implementation (February 17, 2009, through February 28, 2010), these projects created or sustained nearly 350,000 direct, on-project jobs. Total employment, which includes direct, indirect, and induced jobs, reached almost 1.2 million jobs. During August 2010, the Recovery Act created or sustained 71,000 direct, on-project jobs. Total employment in August, which includes direct, indirect, and induced jobs, reached nearly 225,000 jobs.

RAILWAY HERITAGE INITIATIVE PLANNING CALENDAR

Compiled by the NRHS

January 14 - 16, 2011: Railroad
Passenger Car Alliance 2011 Annual
Conference
Location: Pueblo, CO
Event Type: Conference
For more information:
www.rpca.com/2011_conference.htm
(Pre-conference trip planned for
January 13, 2011)
Event status is firm.

January 29 - 30, 2011: Amherst
Railway Society Railroad Hobby
Show
Location: Easter States Exposition
Grounds, 4 Buildings, West
Springfield, MA
Event Type: Railroadiana Show

For more information visit:
www.amherstrail.org
Event Status is firm.

January 29 - 31, 2011: NRHS Winter
Conference
Location: Williamsburg, VA
Event Type: Meeting
Event Status is firm.

March 11, 2011: NRHS and Railfan &
Railroad Magazine Pizza Party
Location: Stockton, CA
Event Type: Pizza & Show
For more information contact Jeff
Smith at bulletin@nrhs.com or Steve
Barry: steveb@railfan.com
Event Status is planned.

March 12, 2011: Winterrail 2011
Location: Stockton, CA
Event Type: Meeting
For more information:
www.winterrail.com
Event status is firm.

March 25 - 27, 2011: ARM/TRAIN
Spring Meeting, 2nd Annual John H.
White Junior Conference on Railway
Heritage
Location: French Lick, IN
Event Type: Meeting
Event status is firm.

April 2, 2011: Cotton Belt Rail
Historical Society Railroadiana Show
& Sale at the Arkansas Railroad
Museum
Location: Pine Bluff, AR
Event Type: Show and Sale
For more information contact:
Elizabeth Gaines (870) 535-8819;
website: www.arkrailroadmuseum.com
For information via email, contact
arkrrmus@yahoo.com - please enter
"Train Show 2011" in the email
subject line.
Event Status is firm.

JOIN THE ARM PARTS LETTER

For many years Rod Fishburn has hosted the ARM Parts Letter, an informal email group of museum folks that shares parts and technical information. The group also meets at every ARM annual conference. Not only have museums been able to find the rare parts they need, but the Parts Letter has helped create a collegial network of restoration experts who help each other and share common experiences. If you're interested in joining the Parts Letter, contact Rod at parts@railwaymuseums.org.



IT'S HOW WE ROLL

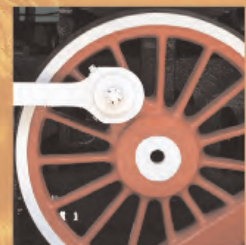
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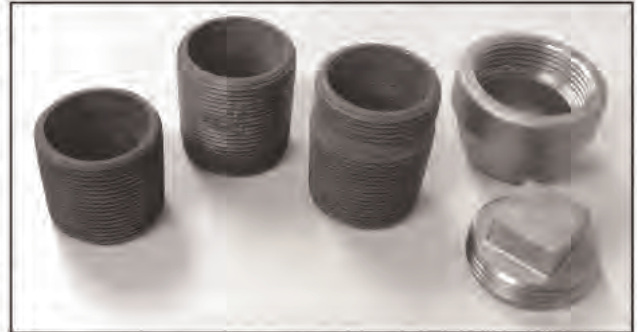
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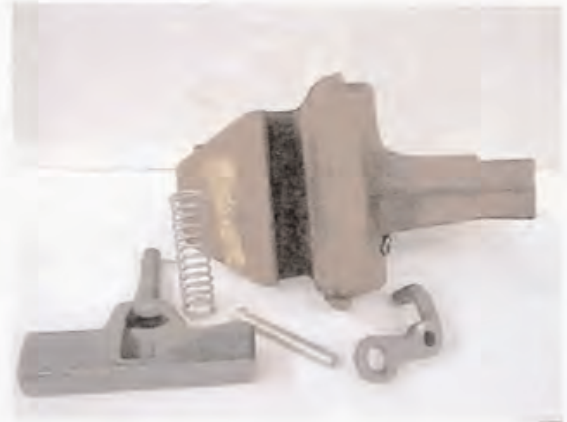
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April 15 - 17, 2011: NRHS Spring Conference
 Location: Champaign/Urbana, IL
 Event Type: Meeting
 Event Status is firm.

April 15 - 17, 2011: Center for Railroad Photography & Art 2011 Annual Conference
 Location: TBD
 Event Type: Conference
 Event Status is planned.

April 16, 2011: Chicago and Eastern Illinois Historical Society
 Location: Danville, IL - Danville Area Community College
 Event Type: Spring Meeting 2011
 For more information, visit: www.ceihs.org
 Date is firm; planning still in progress

May 12 - 14, 2011: Pennsylvania Railroad Technical & Historical Society Annual Meeting
 Location: Columbus, OH
 Event Type: Annual Meeting
 Contact information: www.prrths.com
 Event Status is firm.

June 3, 2011: Railway & Locomotive Historical Society 2011 Annual Meeting and Convention
 Location: Elkins, WV

Event Type: Annual Meeting & Convention
 Event Status is firm.

June 20 - 26, 2011: NRHS 2011 Convention

"Cascade Rails 2011"
 Location: Tacoma, WA
 Event Type: Convention
 For more information: <http://www.cascaderails2011.com/>
 Event Status is firm.

June 22 - 26, 2011: Norfolk and Western Historical Society 2011 Convention
 Location: Norfolk, VA
 Event Type: Convention
 For more information: <http://nwhs.org/>
 Event Status is firm.

July 9, 2011: Cape Cod Chapter of NRHS Celebrating West Barnstable Train Station 100th Anniversary
 Location: West Barnstable Train Station, West Barnstable, MA
 Event Type: 100th Anniversary Celebration
 For more information: www.capecodnrhs.org
 Event Status is firm.

July 10 - 15, 2011: NRHS RailCamp

Location: Steamtown National Historic Site, Scranton, PA
 Event Type: Student RailCamp
 For more information: <http://www.railcamp.com/offerings.htm>
 Event Status is firm.

September 7 - 9, 2011: Narrow Gauge Convention
 Location: Hickory, NC
 Event Type: Convention
 For more information: <http://www.tarheelpress.com/ngc/>
 Event Status is firm.

October 15, 16, 22 & 23, 2011: New River Train Excursions-Collis P Huntington Chapter of NRHS
 Location: Huntington C&O Depot located at 935 7th Ave. in Huntington
 Event Type: Excursion
 Website: <http://www.newrivertrain.com/nrt.shtml>
 Event status is planned.

October 22 - 23, 2011: Railroad & Heritage Museum 2010 Railfan Weekend
 Location: Temple, TX
 Event Type: Railfan Weekend
 For more information call Jeremy at (254) 298-5175 or visit:

<http://www.rrhm.org/TempPages/2010RailfanWeekendFlyer.pdf>
Event status is firm.

October 27 - 30, 2011: NRHS Fall Conference
Location: Wilmington, DE
Event Type: Meeting
Event status is firm.
November 8 - 13, 2011: ARM 2011 Annual Conference

Location: Chattanooga, TN
Event Type: Conference
Joint event with the Tourist Railway Association
Event status is planned.

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.

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

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: ARM 2012 Annual Conference

Location: Montreal, CANADA
Event Type: Conference
Hosted by Exporail
Event status is planned.

THE ZEN OF RIVETING

By Don Curry,
Seashore Trolley Museum

Over the years Seashore has done a great deal of riveting. Such cars as Boston Type 5 5821, Montreal 957 and IRT 3352 as well as the frame of Boston 6131 and the underframe of Rochester 1213 were put back together with rivets of various sizes. The work was done with various tools with varying degrees of safety and efficiency. As we study the 'art', read and do trial and error, we're finding we've been off track in several ways.

First not all of our tools are actual riveting hammers. Some are chipping hammers which don't provide that slow but heavy solid drive of the 'real thing'. Second we have a variety of retainers to keep the rivet set in from flying out uncontrolled from the gun, some of

SHORT LINE REPORTING CHANGE

The location of the contractor that processes accidents/incidents reports has changed to the following.

FRA Project Office
2600 Park Tower Drive, Suite 1000
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All reports, correspondence, etc., are to be sent to this address as of Monday, Aug 23. The toll free number is 1 888 372-9393. The new local number is 703 204-0090; most of the extensions will remain the same but you will be notified of any changes. E-mail addresses will remain the same.

which are ineffective. Third we don't have the proper gun for smaller rivets. With our new relationship with Michigan Pneumatic, we're able to get the correct tooling with the proper retainers for all sizes of rivets.

Something that we just found has been throwing us off is rivets aren't standard, i.e. there's a variation in head sizes of rivets within a nominal size. The rivets we have been using recently for 6131's bolsters turn out to have much larger heads than those purchased several years ago that were supposedly the same size. We looked at the standards for the 5/8 in. diameter rivets and find there is a variation of about 8%

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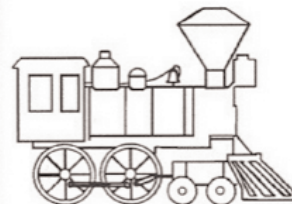
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in the shanks and 11% & 8.5% (respectively) in the heads. The larger heads means they require a larger set which means having to 'upset' a greater quantity of metal to form the new head. With that much soft hot metal 'hanging out' it means more chance for the rivet to bend or form an imperfect head. All of this has been the "R & D" phase which we think we're just about out of.

When a company is producing 100 trolleys of one design that means 200 bolsters and thousands of rivets installed by blacksmiths who have developed the proper tooling and do the same thing every day. We found on 6131 there were certain areas we could not fit the rivet gun and ended up using round head cap screws. So they will have a lock nut on one side but should hold just as well as rivets. We try to use original methods as much as possible but eventually there comes the point that job is becoming too expensive in terms of time and labor costs and it's time for 'plan B'.

We've compared the various methods of heating the rivets: oxy-acetylene torch, bituminous (soft) coal and anthracite (hard) coal. Anthracite seems to be the cleanest and most efficient way to go.

We have just done an extensive and careful estimate of the quantities and sizes of the rivets needed for this car,

the Birney, Cincinnati & Lake Erie freight motor 648 and 6131. There is quite a variety of diameters (from 3/16 in. through 5/8 in.) and lengths up to over 2 in. depending on the thickness of the 'pile' of steel sheets and bars that must be held together. If it's simple with only two sheets that can be held together with 'fitting up' bolts, it's one thing. But if there's a post, belt rail and a sheet, things may not pull together as well as we would like and it may take more than one try.

Rivets come in length increments of 1/16 in. for the smaller (3/16 through 3/8 in.) and in eighths for the larger diameter sizes. To be certain we have the right rivets we've ordered extras in the next length. Oh yes, in figuring the length there's the rule of thumb: you allow one-and one-half times the diameter extra length beyond the 'grip' (the thickness of the sheets and posts) to form the head. If you're lucky the newly formed head will look exactly like the one on the rivet. We have discovered that there is some variation allowed in the manufacture of rivets. For example, we have measured the head and shank diameters of those on 6270 but have found the modern day rivets tend to have a smaller head, still within the manufacturing tolerance but slightly different in appearance.

We are fortunate that rivets and

riveting equipment are still being made because in our day-to-day experience we don't see anybody actually doing riveting. When we first started in the mid-1960s with rebuilding IRT "high V" car 3352, we got our rivets from Cobb and Drew near Cape Cod in Massachusetts but they went out of business. Now we get them from Jay Cee Rivets and Sales in Farmington (near Detroit), Michigan and the tooling from Michigan Pneumatic—relatively inexpensive and with lots of good technical advice.

One of the challenges of riveting is heating them to an even temperature for driving-- 'cherry red'. We have used oxy-acetylene torches and the coal forge but there is a danger of overheating the rivets, especially the smaller sizes. This causes the surface to oxidize and be very rough. Bernie Bisnette, who is always searching for a better way, noticed in a photo they had sent us from Brookville Equipment Company who rebuilt San Francisco Municipal Railway car 1 (for which we made the seats), showing how they heated their rivets. With that and plans from a book on blacksmithing, he created a pair of torches fueled by propane (much cheaper and cleaner than acetylene). He describes the heat as 'softer'. The rivets on the bolsters made for Boston 6270 look 'polished'

they're so smooth! I guess that accomplishments like this are what keep us coming back. There's no routine—just something new to be learned every day.

TURNTABLES AT MUSEUMS AND TOURIST RAILROADS

By Ron Goldfeder

Turntables are probably second only to the steam locomotive as signature artifacts of the railroad age. They are the most efficient way to turn a locomotive around, using less space than a wye track arrangement and far less than the rare turning loop. In addition to being a vital tool the turntable is also an attraction in itself. Demonstrations of them are common, and in some locations they even sell turntable rides. The South East Central Railway Narrow Gauge Museum in Nagpur, India, has even converted two coaches into a restaurant on its turntable and slowly rotates it, taking about 12 minutes for a full revolution.

Since the 1940s there has been an increasing amount of activity with turntables among railway museums of all sizes and types, as well as tourist railways. In recent years quite a number have obtained turntables, moving them from just a few hundred yards up to 2,700 miles. There is continuing interest in obtaining them, and some of these groups have shown they have the resources, knowledge and imagination to move them. There has also been a

surge in recreation of both turntables and roundhouses among museums, with several small (six to eight stall) buildings being built recently, with new turntables built for them or moved in from elsewhere. The biggest current project is the 15-stall roundhouse, a quarter of a circle, being built around a 115 foot turntable near Sugar Creek, OH, by the Age of Steam Museum. The project also includes a back shop building for locomotive repair.

This article attempts to list those that are owned by museums and tourist railways. The listing is by no means complete, and corrections and additions are expected. All are standard gauge unless stated otherwise. Some have been used and stored, as well as moved twice, or even three times. Although turntables and roundhouses are natural companions, some surviving roundhouses don't have turntables and vice-versa.

There are four sections to this listing, two for operational and stored turntables, and a third for those that might be available, and another for transfer tables.

In Use

These are the turntables used by museums or tourist lines that are believed to be operational. Some will be in public areas and some will not, and inclusion on this list is no guarantee that they are in regular use. It includes those that have been moved, replicas, and those where the location later became a museum or tourist line. Corrections, additions, and additional information on them (such as date moved, length where not listed, builders, date built, and

current status) is welcome.

Alabama

The Historic Huntsville Depot in Huntsville, AL, has a turntable (85-foot?) from Oakdale, TN, on the Southern Ry. It is installed at a five stall replica roundhouse which has since had its tracks removed and is used for various community events. The table now has a third rail for the 3-foot gauge Crown 4-4-0 that is displayed on it.

Arkansas

The Eureka Springs & North Arkansas Ry., at Eureka, AR, has a 75-foot Frisco turntable from Ft. Smith, AR.

About 1970, a Moscow, Camden & San Augustine Railroad turntable from Moscow, TX, along with locomotives and rolling stock, was moved to Scott, AR. This was for use on the Scott & Bearskin Lake Ry. tourist operation in central Arkansas from 1970-1980. In 1983, it was moved for a second time to the Reader Railroad, Reader, AR, and installed at their "Camp Dewoody" station.

California

The California State Railroad Museum in Sacramento, CA, opened its large Museum of Railroad History Building, which includes a relocated 80-foot Union Pacific turntable from Yakima, WA outside one end in 1980. It is now equipped with four rails to handle standard and 3-foot gauge equipment.

Recently California State Railroad Museum has gained the use of part of the former Southern Pacific Sacramento Shops complex, including a 100-foot, 1942 turntable, moved there by the



Canadian National 4-8-4 #6213 (Montreal 1942) rides the restored turntable at the John Street Roundhouse in Toronto. Photo courtesy of the Toronto Railway Historical Association.

railroad from another location. This area is not yet open to public access.

Laws Railroad Museum, Bishop, CA has its original narrow gauge, 55-foot, SP wooden "gallows" type table.

Railtown 1897, Jamestown, CA has an ex-Sierra Ry. 60-foot table, installed 1922, second hand from Great Northern. It is air operated. The shop complex in Jamestown, with turntable, became Railtown 1897 State Historic Park, part of the California State Railroad Museum, in 1982.

The 96-foot Canadian National turntable at Capreol, Ontario, built in 1906, was bought by the Santa Clara River Valley Railroad Historical Society, Fillmore, CA, and installed in a new pit on the Fillmore & Western.

In 1999 a replica 56-foot "gallows" turntable was built on its original granite base at Folsom, CA, using plans and patterns from the Nevada State Railroad Museum.

The Orange Empire Railway Museum, Perris, CA built a 56-foot "gallows" turntable for its narrow gauge (3-foot) equipment using plans and patterns from the Nevada State Railroad Museum. There is also a new engine house for this equipment.

A 33-foot replica "gallows" turntable was built and installed at the narrow gauge (42 inch) Poway Midland Railroad in Poway, CA, north of San Diego.

Colorado

Durango & Silverton Narrow Gauge Railroad, Durango, CO uses the original 65-foot, 1923-24 D&RGW table at the Durango roundhouse.

A 74-foot Burlington turntable was moved from St. Francis, KS, to the Colorado Railroad Museum, Golden, CO and a new five-stall roundhouse was constructed next to it. The turntable now has four rails for use by standard and 3-foot gauge equipment and is manually operated.

Connecticut

Danbury Railway Museum, Danbury, CT has a 95-foot ex-New Haven, 1916, American Bridge & Girder table, also marked "Geo. P. Nichols & Bro. Designers & Builders Chicago", now operated by a small gasoline engine.

In the mid-1950s, a 60-foot manually operated turntable from the Boston & Albany at Dudley, MA, was moved to the Edaville Railroad at S. Carver, MA as part of the standard gauge Steamtown USA collection first assembled there but never used. In 1994 it was moved to the Connecticut Eastern Railroad Museum, Willimantic, CT. It was built about 1900 by the Boston Bridge Works. In 2001 it was placed in the pit at the recreated six-stall roundhouse the museum built on its

original foundation. As of early 2008 the bridge was installed with bridge timbers, outer decking, ring rail and bridge rail. Its dedication ceremony was held on Sunday June 8, 2008.

Georgia

Roundhouse Railroad Museum, Savannah, GA has an 85-foot, ex-Central of Georgia table. Built in 1913, it was moved from Columbus in 1926 and lengthened in 1944 by 10 feet. It was reconditioned in 2004.

The town of Summerville, GA relocated a 100-foot Louisville & Nashville turntable from Boyles Yard in Birmingham, AL. It was obtained to allow steam trains operated by the Tennessee Valley Railroad Museum to operate to the town. It was installed in a new pit in 2003.

Hawaii

The 3-foot gauge Lahaina, Kaanapali & Pacific Railroad on Maui replaced a wye track at Lahaina with a turntable. A flood control project caused this change and the Army Corps of Engineers had the turntable built. This is electrically operated and its pit is completely covered with a deck as at the B&O Museum.

Iowa

Siouxland Historical Railroad Association, Sioux City, IA has the original 90-foot, 1917, American Bridge Co. table that served its ex-Milwaukee Road roundhouse.

Maine

The narrow gauge (2-foot) Sandy River & Rangeley Lakes Railroad in

Phillips, ME, built a replica 45-foot turntable next to a recreated eight-stall roundhouse on its original foundation.

Saint Francis Historical Society, St. Francis, ME has preserved the 75-foot, 1904, ex-Bangor and Aroostook turntable. It was used into the 1980s, and service to St. Francis stopped in 1990. In 2001 private funds were donated to restore the turntable and landscape the St. Francis Historical Society grounds.

In 1994 a 75-foot Bangor & Aroostook turntable, built by the American Bridge Co in 1941, was moved 207 miles by truck from Limestone, ME to Unity, ME on the Belfast & Moosehead Lake Railroad tourist line. The current status of this operation is uncertain.

Maryland

B&O Railroad Museum, Baltimore, MD has the original 60-foot, B&O covered table located inside the historic Mount Clair roundhouse. The table was originally used for passenger cars, not locomotives.

In 1988 a 100-foot Western Maryland Ry. turntable from Elkins, WV, was installed at Frostburg, MD for the Western Maryland Scenic Railroad.

In 1998 a 50-foot 1863 turntable was partially recreated at the B&O Station Museum at Ellicott City, MD, using the original pit. It is not capable of rotation. The station was the temporary western terminal of the B&O in 1831 and served as an engine house as well as a station for many years.

Michigan

Bluewater Michigan Chapter, NRHS at Saginaw, MI has a 100-foot,



Colorado Railroad Museum's roundhouse is accessed via the Burlington turntable from St. Francis, Kansas.

1921, ex-Pere Marquette-C&O-CSX that was already on site.

A 70-foot Pere Marquette turntable from Petoskey, MI, built in 1901 by the Detroit Bridge & Iron Works, was installed at Greenfield Village at the Henry Ford Museum, Dearborn, MI. It is now manually operated and a six-stall replica roundhouse was built next to it in 2000.

A 90-foot Pere Marquette turntable built in 1919 by the American Bridge Co was moved from New Buffalo, MI, to Owosso, MI, for use at the Steam Railroading Institute. The group lengthened it to 100-foot as the wheelbase of their locomotive is 89-feet 5 inches. They installed it in a newly constructed pit and a three-track engine house was built next to it.

Minnesota

End-O-Line Railroad Park, Currie, MN was created to save the 56-foot, 1901, American Bridge Co., ex-Chicago, St. Paul, Minneapolis, and Omaha-C&NW armstrong table located in its original limestone pit.

Milwaukee Road Heritage Center, Montevideo, MN has the 90-foot, ex-Milwaukee Road table at its original roundhouse site. It has been restored to operation. Only the roundhouse foundation remains, along with several of the tracks. Funds are being raised to rebuild a few roundhouse stalls.

In 1995 the Western Minnesota Steam Threshers Association at Rollag, MN installed a manually operated 70-foot Soo Line turntable from Hankinson, ND on their extensive grounds. They built a new five-stall roundhouse next to it in 2001.

A 115-foot Great Northern turntable from Minneapolis Junction was moved to the Jackson Street Roundhouse of the Minnesota Transportation Museum in St. Paul, MN. A new turntable pit was constructed, and the turntable was completely rebuilt with all new hardware, decking, and control house.

Missouri

The Museum of Transportation in St. Louis obtained a 60-foot Sellers cast iron turntable from the Maryland & Pennsylvania Railroad at Delta, PA. It had been bought second hand by them in 1903, was first used at York, PA and moved to Delta in 1921. In 2004 it was removed from storage and placed on stationary exhibit at the museum. This is the only surviving Sellers turntable in the US.

The Museum of Transportation in 1985 obtained a 1923 100-foot Frisco turntable, moved by rail from the Lindenwood yard outside St. Louis. In 2005 it was moved from storage to become a stationary part of a new miniature train line being built at the



Two tables at the Museum of Transportation in St. Louis. Above is the last surviving Sellers table, from the Maryland & Pennsylvania. Below is the Frisco table from nearby Lindenwood yard, in service on the miniature railroad. Ron Goldfeder photos.



museum, serving as a bridge on the line.

Nebraska

An 85-foot steel Burlington turntable was obtained from Wymore, NE, by the Stuhr Museum of the Prairie Pioneer, Grand Island, NE, and re-gauged for its 3-foot gauge Nebraska Midland Railroad. It has been given a wooden A-frame and cable superstructure to make it look like an old-time "gallows" turntable. Used from 1976-1990, it is currently inoperable and the museum railroad is inactive.

Nevada

In 1983 the Nevada State Railroad Museum completed a recreated "gallows" turntable at Carson City, NV. This is a 56-foot manually operated wooden design. It was a standard Southern Pacific one used between the 1880s and the early 1900s. Plans and patterns from this table were also used by Folsom, CA and Perris, CA groups to build other "gallows" tables.

New Hampshire

Conway Scenic Railroad, N.

Conway, NH has the 85-foot, ex-Boston & Maine table acquired with its North Conway roundhouse.

A 60-foot Boston & Maine turntable from Keene, NH was moved to Sanbornville, NH in about 1975 by the Wolfeboro Railroad tourist line. The Wolfeboro Railroad only lasted from 1974 – 1985, but the table is still there and in use as part of "Turntable Park." Most if not all of the yard trackage around it is now gone.

New York

Upper Hudson River Railroad, North Creek, NY has a 90-foot, 1944, ex-Delaware & Hudson table. In 2000 New York State announced a \$30,000 grant for the renovation of the turntable and it is again operational.

Turntable Park, City of Port Jervis, NY has a 115-foot, ex-Erie table. It was restored in 1996 for the bargain price of about \$5100, with much donated time and many services.

2005 saw the donation of the Oyster Bay turntable area to the Town of Oyster Bay by the Long Island Railroad. The 70-foot table was installed in 1904. It will continue to be administered by the Oyster Bay Historical Society as part of the Oyster Bay Railroad Museum. In December 2004 a \$20,000 grant was received to help with the turntable restoration. As of 2010, the restoration is underway.

Railroad Museum of Long Island, Greenport, NY has an 80-foot, ex-LIRR table. This is a long-term restoration project as the long unused table has no track on it. It was air operated when last used.

North Carolina

North Carolina Transportation Museum at Spencer, NC owns the 100-foot, 1924, ex-Southern Ry. table that it acquired along with the roundhouse.

An 85-foot Pennsylvania Railroad turntable from Berwick, PA was moved to Bryson City, NC. The Great Smoky Mountain Railroad planned to install turntables at both ends of its line, at Dillsboro and Bryson, City, NC, and possibly a third at the Nantahala Gorge, MP86.5, right at the foot of Red Marble, along its route. The project at Bryson City was reported under construction in 2004. In 2005 the line got a \$7.5 million FRA loan to buy and install the three turntables. Turntable and engine house construction was expected to begin in 2007. This project now appears to be on hold.

Ohio

The 115-foot former Western Maryland turntable from Hagerstown, MD, was installed at the Age of Steam project 2-1/2 miles south of the village of Sugarcreek, OH. A new 18 stall roundhouse is being built next to it,

along with a backshop building.

Midwest Railway Preservation Society, Cleveland, OH maintains and operates the 80-foot, ex- B&O-CSX turntable at the Clark Avenue roundhouse.

Oregon

Oregon Rail Heritage Foundation, Portland, OR occupies the former Southern Pacific roundhouse, with its 100-foot table. Plans are underway to move to a new site and the roundhouse will be demolished.

Pennsylvania

The 65-foot 6-inch long, 3-foot gauge table at the East Broad Top Railroad, Rockhill Furnace, PA, was bought used from New York Central before 1914, redecked and repainted in 2006.

The Railroad Museum of Pennsylvania in Strasburg, PA, in 1967 obtained a 100-foot Reading Railroad turntable built in 1928 by the American Bridge Company of Ambridge, PA. The railroad had earlier used it at West Cressona, PA, moving it to Bridgeport, PA in 1947. It was installed in a new concrete pit in 1970. After years of display it was rebuilt again in 2000 with new ties, new electrical work and a new coat of paint.

Steamtown U.S.A. (National Park Service) installed a brand new 90-foot turntable in an existing pit at its rebuilt and refurbished Delaware, Lackawanna & Western Scranton, PA, roundhouse.

The Reading & Northern Railroad moved a 72-foot Monongahela Ry. turntable from the South Brownsville, PA, engine terminal to its new shops and headquarters at Port Clinton, PA. The table just happened to fit the old pit, which was part of an engine terminal for the Reading Railroad.

The table at the Railroaders Memorial Museum in Altoona, PA is something of a boomer. In 1992 the Allegany Central Railroad bought a 105-foot turntable from the Richmond, Fredericksburg & Potomac's Potomac Yard at Alexandria, VA and moved it to Orange, VA, with some small parts going to Staunton, VA. The name of this operation was changed to Virginia Central in 1993. The turntable was built in 1922 by Bethlehem Steel and was designed to come apart for shipment, and it was stored in sections as it arrived. It was moved to Altoona in 2005 and installed in 2006. Their plans are to build a roundhouse with seven stalls, four large and three short. Phase one of the project is a single stall to house their PRR K-4s 4-6-2 #1361 is now under construction.

The Lehigh Valley tourist trains of the Reading & Northern use the former Central of New Jersey 100-foot, 1919 table from Coalport, PA. It was moved across the river to Jim Thorpe in 1945. It had earlier been used by Rail Tours, Inc of Jim Thorpe, PA. A tractor is now used to rotate the turntable.

South Dakota

A 66-foot Chicago, St. Paul, Minneapolis & Omaha turntable from Sioux Falls, SD, built by the Lassic Bridge & Iron Works of Chicago, is at the Historic Prairie Village, two miles west of Madison, SD. The 35-ton table is manually operated and a three-stall roundhouse was constructed next to it.

Tennessee

The Tennessee Valley Railroad Museum in Chattanooga, TN, installed an 80-foot Central of Georgia turntable from Cedartown, GA, at its East Chattanooga site. This table had earlier been used at Macon, GA.



The ex-Reading 100 foot table from Bridgeport, PA. is now at the Railroad Museum of Pennsylvania. Design is underway for a new roundhouse to cover much of the equipment in the museum's open west yard.

Texas

The Texas State Railroad between Rusk and Palestine, TX, installed an 81-foot 8-inch former Frisco turntable from Paris, TX, built in 1911, at Maydelle, TX.

The Grapevine Vintage Railroad in Fort Worth, TX installed a Missouri-Kansas-Texas turntable from Denison, TX at the Fort Worth Stockyards end of the line. It also obtained a 100-foot Santa Fe turntable built in 1927 that was used in Slaton, TX from 1927-74 and then in Saginaw, TX until 1992 and installed it at its Grapevine, TX engine house in 1996.

The Galveston Railroad Museum, Galveston, TX, has Waco, Beaumont, Trinity & Sabine #1, an oil-fired 2-6-2 (Baldwin 1920), mounted on a simulated and non-operational turntable of unknown length in the courtyard outside the museum building. The date of its installation is unknown.

Alberta

A 70-foot Canadian Pacific turntable is at Heritage Park, Calgary, Alberta. It was built by the Canadian Foundry Company at Winnipeg in 1907 and first used at Souris, Manitoba. In about 1927 it was moved to Arrowhead, BC, and in the mid-1960s to Sicamous, BC. It was moved to Calgary in 1981. It is air operated and serves a six-stall engine house.

British Columbia

An 85-foot Canadian National turntable, built in 1930, was moved from Thunder Bay, Ontario to the West Coast Railway Heritage Park in Squamish, BC, in 1997. It was installed in a new pit in 2010 and a new eight stall roundhouse was recently completed.

Roundhouse Community Arts & Recreation Centre in Vancouver, BC is located in the former Canadian Pacific Drake Street roundhouse, dating to 1889, which still has a turntable of unknown length. Several stalls of the old roundhouse and an addition used for diesel servicing have been reused, and a new pavilion was built to house CPR 4-4-0 #374, which pulled the first transcontinental train into the city in 1887. The #374 pavilion is operated by the West Coast Railway Association.

An 88-foot 10-inch Grand Trunk Pacific/Canadian National 1913 turntable was moved to the Prince George Railway & Forest Industry Museum in Prince George, BC. It was installed at the museum, across the street from its original location, in 1990. It is now air operated.

Ontario

A 70-foot Canadian Pacific turntable from Kingston, ON was moved to Wakefield, Quebec. It was

used for steam excursions operated by the Bytown Railway Society and is now used by the Hull Chelsea & Wakefield tourist line.

The Huntsville and Lake of Bays Railway Society in Ontario built two very short turntables suitable for its 0-4-0T locomotives, one at each end of its 42" gauge line.

The Toronto Railway Historical Association rebuilt a 120-foot long turntable that was returned to a new pit at the ex-Canadian Pacific Railway John Street Roundhouse in Toronto, ON. This is a unique situation where a turntable was removed from its original location and then reinstalled after a new pit was built over an underground parking garage.

Quebec

In 1963 the Canadian Railway Museum in Delson, Quebec obtained and installed a 70-foot manually operated Canadian Pacific turntable from St. Lin, Quebec, about 75 miles away. It was built by Canadian Car & Foundry Limited, ca. 1907 and first used at CPR's Hochelaga Shops in Montreal. Its last use was at St. Lin, Quebec, where the turntable was used for the last move of a regular steam train by CPR, on November 6th, 1960.

The Choo-Choo Steam Railway tourist line bought a turntable from the Canadian Pacific and installed it at its Hull, QC terminal. It already had one at Wakefield, the other end of its line. In 1994 this line was reorganized as the Hull, Chelsea & Wakefield.

In storage

This section includes information on all turntables believed to be stored for future use. Information on any others, or on ones that may have been scrapped, is welcome.

Alabama

An 80-foot former GM&O turntable from Tuscaloosa, AL, arrived at the Heart of Dixie Railroad Museum in Calera, AL, in 2005. It was donated by the Kansas City Southern about two years earlier.

The 60-foot turntable at Belfast, ME, on the Belfast & Moosehead Lake Railroad, was removed and placed into storage nearby in June 2007, along with its center bearing and ring rails. It was built in 1870 by the Union Bridge Company, of Athens, PA. The site is being redeveloped by Unity Property Management (aka Unity Foundation). In December 2005 the turntable was sold to a group developing a railroad museum in Tuscumbia, AL, along the route of the Tuscumbia & Decatur Railroad. It is currently undergoing structural repairs and preparation for installation. In 2007 a pit was under construction for the Tuscumbia Railway

turntable at Tuscumbia, AL. In 2008 a \$1.1 million grant was pending for installing a roundhouse and the turntable and placing tracks from the depot to Main Street along the same path the railroad took in the 1800s. Design of the roundhouse is underway.

Alaska

The 65-foot White Pass & Yukon table at Skagway, AK is out of service and the ground, stored near the site of a roundhouse which burned down.

California

A 110-foot Western Pacific turntable from Oroville, CA, built by the American Bridge Company in 1928/29, was moved to Virginia City, NV in 1989 for future use by the recreated Virginia & Truckee tourist line. As it was planned to shorten the table it was taken apart, now being in four pieces roughly 27-feet long. It bolts together at the seams. Physically it is still in good condition. Around 2001, the Feather River Rail Society, which operates the Western Pacific Railroad Museum in Portola, CA, became aware that the turntable remained in Virginia City unused. It is one of only two WP turntables known to still exist (the other being still in place and occasionally used in Stockton, CA). They negotiated a trade with the V&T that sent an ex-US Army 80 ton GE diesel to Virginia City in exchange for the turntable. As of now it still sits in Nevada as plans are being put in motion to begin construction on their museum master plan, including placement of the turntable and building of a replica roundhouse.

In 1990 the Pacific Southwest Railway Museum moved a 75-foot Santa Fe turntable, built by the American Bridge Company in 1903, from Fresno, CA to San Diego, and later to storage at their site at Campo, CA, east of there. It is now stored on flatcars.

An 80-foot Southern Pacific turntable from San Jose, CA was donated in 1994 to the California Trolley and Railroad Corporation. The SP moved it from Tucson to San Jose in 1939. It is unclear if it had been used earlier at Tucson or not. It replaced another 80-foot table in San Jose that dated from 1899. It was moved in 2000 about five miles to the Santa Clara County Fairgrounds, along with the dismantled six-stall Lenzen roundhouse, to be used in the creation of a railroad museum. Two years later the county rescinded permission for their use of the fairgrounds and the group is now looking for a new site and the turntable is in storage.

Georgia

By 1979 the Southeastern Railroad Museum in Duluth, GA, operated by the Atlanta Chapter NRHS, had a 100-foot Central of Georgia turntable from Columbus, GA stored for future use. A pit was excavated but never completed by pouring a wall. In 1999 the museum and turntable moved about one mile from its original site to a second larger one in the same town.

Illinois

An 80-foot Chicago & Northwestern turntable from Harvard, IL was moved to the Illinois Railway Museum, Union, IL in 1981 where it is in storage.

Indiana

In 1983 a 65-foot turntable from the Gibson Generating Station in Owenville, IN, was moved to the Indiana Railway Museum in French Lick, IN. The museum believes that they acquired it from a small railroad in Michigan, but has no documentation on where it came from. It is currently stored on a TTX flat car.

A 90-foot Baltimore & Ohio turntable from Belmont Roundhouse in Indianapolis, built by the American Bridge Company, was stored at the City of Indianapolis Belmont wastewater plant for the Indiana Transportation Museum in Noblesville, IN in 1984. About 2003(?) it was moved to an area near a siding at 39th Street, at their station for the state fairgrounds. After about a year a hiking path needed that space and it was moved for the third time. It is now on a TTX car on one of their sidings south of 46th Street in Indianapolis.

A 100-foot New York Central table from Jackson, MI was moved in 1990 to the Hoosier Valley Railroad Museum at North Judson, IN for future use.

In 1986, an 84-foot B&O turntable from Newark, OH was moved to storage at the Whitewater Valley Railroad in Connorsville, IN. In 2004 it announced that funding had been found to allow it to be installed and an architectural firm is working on a master plan for the museum, which includes the turntable and a roundhouse.

Iowa

By 1996 the Boone & Scenic Valley Railroad in Boone, IA, had a Rock Island turntable from Iowa Falls on a flatcar in its storage area at Boone. The line was reported at that time to have received a grant from the state to restore and put this turntable back into use, but this has not happened to date.

Kansas

A Missouri-Kansas-Texas turntable of unknown length in Kansas City was donated to the Midland Railway in

Baldwin, KS at an unknown date.

Kentucky

About 1980 an 85-foot turntable from the New York Central/Big Four roundhouse in Louisville, KY, built in 1911, was moved to the Kentucky Railway Museum, at Ormsby Station, east of Louisville. The turntable made a second move in 1990 when the museum was relocated to New Haven, KY, about 50 miles away. It is now sitting on three flatcars. In 2009 the museum was awarded a Federal Transportation Enhancement grant of \$417,750 for installation of the table. This would be the first phase of creating a roundhouse for the museum.

Maine

In 1946, Ellis D. Atwood bought a 32-foot turntable along with locomotives and rolling stock from the 2-foot gauge Bridgeton & Harrison Railroad in Maine, formerly the Bridgeton & Saco River, when it was being dismantled in 1941 after abandonment. It came from Bridgeton Junction, ME and was built by the railroad in 1882. It was moved to his Edaville Railroad in S. Carver, MA and used by that tourist operation. In 2002 the Maine Narrow Gauge Railroad Museum (2-foot) in Portland, ME moved it to its Portland site 158 miles away.

Nevada

A 65-foot turntable from the Amador Central Railroad was moved in 1982 from Martel, CA to the Nevada State Railroad Museum in Carson City for future use. High groundwater led them to build the wood gallows table instead, using a shallower pit. The Martel turntable was stored off-site at the Indian Hills facility south of Carson City. In 2004 it was sold to the group reconstructing the Virginia & Truckee Railroad, in Virginia City, NV.

New Jersey

In 1979, the 55-foot Pemberton & Hightstown/Union Transportation Co. turntable in New Egypt, NJ, was moved to the New Jersey Museum of Transportation at Allaire State Park, Allaire, NJ for future use. The Pine Creek Railroad at the park is a 3-foot gauge operation. The table was installed at New Egypt in 1909, and came from Medford, NJ, possibly on the West Jersey & Seashore.

New Mexico

The 100-foot Chicago Burlington & Quincy/Colorado & Southern turntable from the 7th Street roundhouse at Denver, CO was stored on the Cumbres & Toltec Scenic Railroad at Chama, NM in about 1996/97. It is a typical CB&Q through-truss design that was dismantled to be

moved.

New York

In the mid-1980s the former New York Central (West Shore) 90-foot turntable at Kingston, NY was moved about 60 miles west into Delaware County, where it is presently stored near Grand Gorge, NY, on an unused section of right-of-way of the Delaware & Ulster Rail Ride, the former Ulster & Delaware/NYC Catskill Mountain Branch.

About 1992 an 85-foot Canadian National turntable from Fort Erie, Ontario was moved on its side on a flatcar to the Arcade & Attica Railroad tourist line at Arcade, NY. The Canadian Bridge Company, of Walkerville, Ontario, built this table in 1915 for the Grand Trunk Railway of Canada, which later became part of the CN. In 1992, after a fire at the Fort Erie roundhouse, the turntable was sold to a scrap dealer and then to the Arcade & Attica. The sale included the center bearing, ring rail, drive motor and control house, and bridge/electrical slip ring assembly to provide electric power to the motor. It was meant for a museum development that was never constructed. The Railroad Museum of Long Island bought it in 2002 and moved it 425 miles to their site at Riverhead, NY. This group also has on site at an existing 80-foot Long Island Railroad turntable at Greenport, Long Island, which was recently repainted by volunteers from a NRHS chapter.

A 75-foot B&O, ex-Buffalo, Rochester & Pittsburgh turntable from the Lincoln Park roundhouse in Rochester, NY, was donated in 1985 to the Rochester & Genesee Valley Railroad Museum by the scrap dealer who took over the site. It was built for the BR&P in 1904 by the American Bridge Company and is stored across the street from the museum.

Oklahoma

A 100-foot Frisco turntable from Oklahoma City built by Bethlehem Steel in 1920 was donated to the Oklahoma Railway Museum in the same city by BNSF in 1997. It was originally installed in Sapulpa, OK and was moved to Oklahoma City in 1929 to replace an 82-foot turntable. The turntable does not have the wheels on the ends since they were moved to Memphis, TN for one still in service. It also does not have a motor, but has the pole pockets for turning it by the armstrong method.

Oregon

About 1973 the 100-foot Denver & Rio Grande Western Railroad dual gauge (standard and 3-foot) turntable from Alamosa, CO was moved to the Sundown & Southern tourist operation

near Ft. Lupton, CO. It was cut into several pieces before shipment. Its new owners made it 70 feet long when they tried to reassemble it for their 3-foot gauge operation. It was never properly welded back together, and just sat in the pit in pieces, never being functional. In 2002 it was moved to the Sumpter Valley Railroad in Baker, OR. The Sumpter Valley plans to restore it to the full 100-foot length. It was equipped with four rails for standard and 3-foot gauge by the D&RGW. SV is 3-foot gauge.

Pennsylvania

The Reading Company Technical and Historical Society removed a 100-foot turntable from its location at Saucon, near Bethlehem, PA, in 1998 for future use at the museum site in Hamburg, PA. It is currently sitting on flatcars.

The Strasburg Rail Road plans to install an 85-foot Illinois Central turntable from Louisville, KY, built in 1916, at its Leaman Place terminus. In 2000 it was trucked to Pennsylvania.

In 2004 the Strasburg Railroad acquired the 1927, 32-ton, twin-span, 100-foot Lehigh & New England turntable from Pen Argyl, PA. It was buried in its pit in 2001 or 2002, but was otherwise reported to be in good condition. Lancaster County is putting up the funding to purchase it. It would be installed at the East Strasburg end of the line. It arrived in 2005 and is currently stored.

Utah

The 65-foot Union Pacific Boise, ID turntable was moved to Heber City, UT in 1985, when the "Heber Creeper" was operating under the auspices of Deer Creek Scenic Railway. It is currently in storage at the Heber Valley Railroad. This turntable passed through State of Nevada hands in 1992 when Nevada's Boulder City operation purchased many of the assets of the old "Heber Creeper". Nevada then sold the turntable (without moving it) to the State of Utah when the current state-owned Heber Valley Railroad began operations.

A 100-foot Southern Pacific turntable from Carlin, NV was moved 295 miles to the Heber Valley Railroad in 1993. It is currently in storage in Heber City. In 1996, the Utah Transportation Commission discussed the installation of two turntables to provide appropriate "book-ends" at each end of the route. As a concession to rails-to-trails advocates, UDOT agreed in 1992 to have Heber Valley Railroad abandon 1.8 miles of existing track between Vivian Park and Bridal Veil Falls in Provo Canyon. In return, UDOT agreed to upgrade the facilities and trackage at Vivian Park and install

the 65-foot UP turntable. Heber Valley Railroad accepted responsibility for installing the longer SP turntable at the Heber City rail yard. When the Vivian Park terminal was upgraded in 1997 as part of a Transportation Enhancement grant, UDOT dropped the turntable from the project because of cost, thus placing any turntable installation on hold. Heber Valley Railroad hopes to install both turntables at a future date.

Washington

The Lake Whatcom Ry. at Wickersham, WA, near Bellingham and north of Seattle, has a turntable of unknown length in storage. It reportedly came from the Milwaukee Road roundhouse in Bellingham, about 26 miles away. The table was in use when the line to Bellingham was abandoned in 1980 and was at the museum by 2000.

A 115-foot Northern Pacific table from Yakima, WA was moved by rail 20 miles to Toppenish, WA, for the Northern Pacific Railway Museum in 2003.

West Virginia

The West Virginia Railroad Museum, Elkins, WV, has obtained a 90-foot turntable, weighing 82 tons, from the Belt Railway of Chicago. It arrived in Elkins by rail in 2009. According to the Belt Railway newsletter it was believed to have been installed in 1914 and had been removed from its pit near their diesel shop at Clearing Yard in November 2008.

Wisconsin

In 1988 an 87-foot Milwaukee Road turntable from Madison, WI was moved to the Mid-Continent Railway Museum, North Freedom, WI for future installation. It was built in 1912 as a 90-foot table and used at Council Bluffs, IA, then shortened to 87-foot in 1944 for use at Madison.

In 2002 a 70-foot Soo Line turntable was moved to storage at Laona, WI. It was originally installed in Weyerhaeuser, Wisconsin about 1907, then was moved close to the Stevens Point area. The Wisconsin Central donated it to the Camp 5 Museum-Laona & Northern Railroad.

Ontario

About 1986 a 90-foot Canadian National turntable from Allandale, Ontario was stored for future use by the South Simcoe Ry., Tottenham, Ontario.

Homeless and available?

This data was accurate when recorded but things may have changed over time and nothing here is guaranteed. Updates are welcome.

The Rock Island turntable sits isolated on its original site in Peoria. It is now in the middle of a grassy park

with all railroad buildings and track gone.

An 1890, manually operated, 56-foot Chicago and Northwestern Railway turntable from Canby, MN, was relocated to Ironworld USA, Chisholm, MN, and used in a combined trolley and steam train operation for several years. As of 2004 it was operational, but hadn't been used in a number of years. Ironworld changed its name to the Minnesota Discovery Center in 2009. It originally opened in 1977 as the Iron Range Interpretive Center, became the Ironworld USA in 1984 and is currently closed due to lack of operating funds.

An 85-foot Milwaukee Road turntable from Marquette, IA is stored in Prairie Du Chein, WI. It was moved about three miles for use by a planned tourist operation that never came to be. Its future is uncertain.

A 78-foot Terminal Railroad Association of St. Louis turntable was privately purchased when the TRRA Brooklyn, IL roundhouse was demolished. It is for sale, stored at the Gateway Rail Services site in Madison, IL, about three miles away.

The 90-foot Chicago, St. Paul, Minneapolis and Omaha (Chicago & Northwestern) turntable from the Altoona, WI roundhouse was reportedly sold to a group or individual in South Dakota, despite the town's efforts to keep it local. The roundhouse was torn down in 2004, after failed efforts to convert it into a museum. The sale fell through and the turntable, manufactured by American Bridge & Iron in 1910, had been removed from its pit and stored with ring rails and motors. In 2006 it was offered for sale or trade and sold to the Ohio Central. It was moved to their line but was too short for them once they obtained ex-NKP 2-8-4 #763. It was shown stored there, upside down on a flatcar, in a photo in the March 2010 issue of Trains Magazine.

The old Wabash Railroad 85-foot turntable at Forrest, IL has been uncovered from the 40 years of underbrush that surrounded it. It is located north of the TP&W and the abandoned N&W crossing. Photos show a through girder-type table which has been abandoned and derelict for years, although the basic structure should be sound. The city intends to clean up the area, which would involve the removal of the turntable if it doesn't find a new home.

The 110-foot Nickel Plate turntable at Frankfort, IN, built in 1924 by the American Bridge Company (#1217) that Norfolk Southern earlier offered for sale is reported as having been sold to people affiliated with the Indiana Transportation Museum. The

info from the summer 2005 issue of the Nickel Plate Road Historical & Technical Society magazine says it will go to ITM, which already has a 90-foot B&O turntable from the Belmont Roundhouse in Indianapolis. As of early March 2006 it is still in place, with no immediate plans to move it. Its purchase has been described as just an effort to preserve the table, and not necessarily for the use of ITM.

A turntable formerly owned by Bellefonte Central Railroad at Bellefonte, PA, now owned by the SEDACOG Joint Rail Authority and used by the Nittany & Bald Eagle Railroad, is reported to be for sale by its private owner. The turntable was originally on the Pennsylvania Railroad at Tyrone, Pa. and came to Bellefonte about 1945.

In the mid-1970s a 50-foot Boston & Maine (or possibly Maine Central) turntable of 1886 vintage from an unknown location was bought for use at the Gettysburg Railroad in Gettysburg, PA. The turntable and all its deck timbers and ring rails were shipped in a gondola and stored. By 1990 it was moved to Marienville, PA on the Knox & Kane tourist railroad. It was 50-foot long when received, and lengthened to 60-foot. The Knox & Kane Railroad went out of business and its equipment was auctioned in August 2008. Its turntable at Marienville was considered part of the right-of-way and was sold, along with the track, to the Kovalchicks. It has not been scrapped to date and is available for purchase. Several parties have inquired about it, so it may make a third move in the future.

The US Navy has an 85-foot turntable at Bremerton, WA that has been declared surplus and may be available through the government surplus program. It was constructed in 1944 by Columbia Steel Co and the American Bridge Co. Its weight is listed as approximately 60,000 lbs. It was reported that several museums from the Northwest tried to get it, but that it has been promised to an unidentified group in Northern California.

A 100-foot (?) Lehigh Valley turntable at Manchester, NY is now owned by the County of Ontario, along with the roundhouse and other buildings on the site of a former LV yard. As of late 2005 the pit had been largely filled in and overgrown with 30 years of brush, with the table in place and intact. The LV historical group has been cleaning the site up and documenting what is there. Environmental testing is being conducted to determine the extent of ground water pollution caused by diesel fuel and oil spills into the ground during the past. The pollution must be cleaned up before anything can be done

with the property. There are no definite plans for the roundhouse at this time. If the site is redeveloped the table may be available.

Transfer tables

Transfer tables were always less common than turntables and only a few have been preserved.

There is a transfer table at the 1913-built former Michigan Central Railroad locomotive shop in St. Thomas, ON, now home of the Elgin County Railway Museum. Although it does not currently operate on its own power, the table is still used regularly with the use of a tractor pushing and pulling.

There is a 75-foot transfer table at the old Northern Pacific Como car shop complex in St. Paul, MN, installed in 1901. The shop itself dates to the 1880s and was improved in 1901. It is now known as Bandana Square. Como Shops were active into the early 1980s, and even did contract work for Amtrak. After being sold to a private developer, it was converted into a "festival retail" mall, plus a hotel, a children's museum and some new adjacent housing. The retail failed after a few years and was replaced by offices. The transfer table pit is located between the two biggest buildings, with over half filled in. The table is intact in what is left of the pit but not operational. The frame of an 1890s vintage CB&Q caboose that is used as a stage for special events sits on it.

The Orange Empire Railway Museum, Perris, CA, has a transfer table that is 72-78 feet long. It was one of two that were once at the Pacific Electric Torrance shop. It was cut apart for the relocation and welded back together by a "Seabee" reserve unit in 1970. Presently, the table sits on a set of rails that are at ground level between the two 42-inch gauge carbarns. Two tracks run out of the front one and into the rear one. At some time in the future a pit will be excavated and the table will have a home. Plans have changed over the years but the hope is to have at least a short demonstration installation.

The Mt. Washington Cog Railway in New Hampshire installed a new transfer table in its shops, replacing one dating from 1897.

The California State Railroad Museum has rebuilt a 70-foot long transfer table in the former Southern Pacific Sacramento Shops complex that is not yet open to the public. It uses an existing pit between the Boiler Shop and Erecting Shop.

The Baltimore Streetcar Museum was given a 100-foot transfer table that was used at AAI Corp., a relatively short-lived entrant into the transit car building business, to move light rail cars. This table was no longer needed

and was donated to the museum on the understanding that the museum would have to disassemble it. BSM is now storing the dismantled table for future use.

RED CANDY CABOOSE

By Lando Brown

In 2007 my wife and I sold our real estate business in Maui, Hawaii that we had operated for fifteen years. Our dream was to return to the mainland and live our retirement years closer to children and grandchildren. We arrived in Santa Fe, NM on July 28, 2007. I didn't sleep much the first night. Thoughts of what would I do with my time kept racing through my head.

The morning of the 29th I went out and bought a local paper and sat down with coffee and pen and started circling possibilities in the classified ads. I brushed up my resume' and headed out the door. My first stop was the Santa Fe Southern Railway which had advertised for a bartender on their train that runs from Santa Fe to the Village of Lamy some eighteen miles southeast of town.

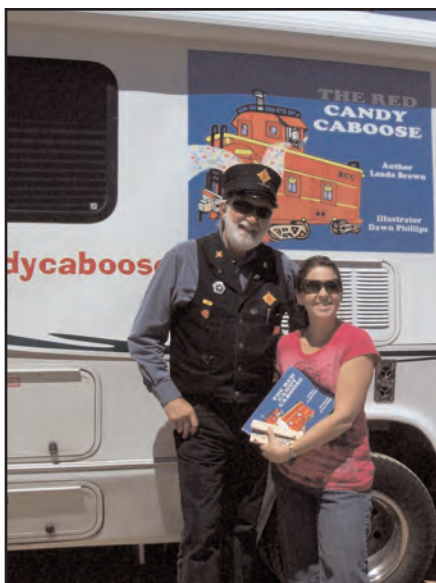
I handed my resume to their operations manager and said "I've never mixed a drink in my life, but the job sounds like fun." Without saying much, he stood up and folded the resume into his back pocket and said "Come back tomorrow and ride the train as a passenger and see what you think."

That night I slept with a smile on my face as I dreamed of my many days as a child sitting on a hillside watching and waving at trains that passed close to our home.

The next day I showed up an hour early, inspecting the train, tracks, depot and chatting with employees. As the train departed I tried to blend in with a mixture of children, parents and grandparents. Not wanting to appear like I had escaped from one of the local care-giving homes I tried to contain my excitement.

The operations manager worked that day as car attendant and bartender. He addressed passengers giving a brief introduction to the train and safety items such as where to go if you fell off the train. After that he stayed busy serving refreshments to the passengers and doing his best to answer questions from folks about old trains and the history of the area. Reading American History has been a hobby of mine since I was a teen. Half way through the trip I asked "Do you mind if I talk about some of the questions people are asking?" He said "Go for it!"

All of the books I had read about early pioneers, the Santa Fe Trail, westward expansion of railroads, Mary Colter and Fred Harvey suddenly gave



purpose other than my own enjoyment. I was off and running. By the time we hit Lamy my audience had grown and moved from the train to the old Lamy Depot. We continued with Tales of the Ole Days all the way through the one-hour return trip.

When we got back, the operations manager asked "What did you think?" I said "I didn't know it would be that much fun." He then responded "Well, I don't care if you can tend bar or not, you can be the storyteller."

For the next two years I worked as storyteller, window washer, toilet cleaner, handyman, and wrote historical scripts for other car attendants to use during their daily trips. And yes, I also learned to tend bar.

After two years I noticed my largest audience was what I called "The AARP Crowd." I often felt like I was short-changing the younger passengers. I went to the President of the company and said "I would like to do something to allow younger passengers to be more interactive with the train." The suggestion wasn't greeted with a great deal of enthusiasm. One of the things I noticed was that all age groups were curious about our caboose. We didn't offer caboose rides, but I started giving caboose tours prior to boarding, giving the use and history of cabooses and how FRED put them out of business. The passengers seemed to enjoy that part of their train experience.

The way the book got started was an attempt to make our train rides and tours appeal to children as well as adults. I developed a storytelling program that could be used on rolling stock or on static displays. The program was called "The Caboose Club" and was intended for children age 12 and under. I wanted a story that would bring our caboose into an interactive program, thus the seed was planted for writing

"The Red Candy Caboose" is about

a father who had grown up next to a railroad track. As a child he along with other children in the neighborhood waited on Saturdays for trains to pass. One day the brakeman in the caboose tossed candy to the children. The joy from the children spread to the train crew and soon every Saturday at 1:00 PM the passing caboose would leave a trail of candy as it continued its journey.

When the father grew up and had a child of his own he took her back to see where he had lived. To their disappointment the old train and caboose were no longer there, but had been replaced by modern equipment. At the daughter's suggestion they started the search for "The Red Candy Caboose." A trip to the library, museum and a train boneyard led to the discovery of the original "Red Candy Caboose." The old watchman at the boneyard turned out to be the brakeman who had tossed the candy. The story ends with Coop (the watchman) announcing that a small tourist train has purchased the caboose and plans to put it back into service with him being the conductor.

After much editing and orchestrating the illustrations the book was ready for distribution January 2010.

The president of our company had gotten hold of a copy of the book from one of the employees and I had a true moment of joy as she walked in and said "I didn't know this is what you had in mind. This is wonderful!" It turned out to be their bestselling book.

Shortly afterwards I resigned from the company and dedicated the rest of 2010 to visiting as many trains, depots and museums as possible. To date my list has grown to over a hundred with over eighty locations now selling "The Red Candy Caboose." I believe that much of the success of "The Red Candy Caboose" has been created by the "Train Log" in the back of the book. Families are challenged to visit trains and museums to see if they can find "The Red Candy Caboose" or discover where it may have stopped. It encourages families to visit train locations and get their book stamped. Photos of "Train Logs" can then be submitted to the RCC web site.

When I do personal storytelling, I dress like Coop (the old conductor) and at the end of the story let children explore the train at which time they find an old mail bag full of candy. My purpose in visiting trains, depots and museums is to encourage companies to provide storytelling. I point out the success of "The Polar Express" and that none of us should limit ourselves to one season of the year. "The Red Candy Caboose" is only one of many stories that can be used to promote family entertainment. I also point out that most

cities have volunteers through their library or school that will help them with their program.

Most of my visits to train companies are free of charge. If I'm invited to special expositions I request a fee of \$150. From that I pay my own lodging, food, and transportation cost. Many of the locations end up selling the book in their gift shops, others like "The Depot Inn" in La Plata, MO have had me come to their location to promote reading in their local schools. In most of those situations there is no charge and I donate books to the local school libraries.

My visit with the National Transportation Exposition ended with a request that I publish ghost stories that I told on my train rides. That request led to "Rail Tales That Haunt Us," a book of nine short stories that involves trains. "Rail Tales" sold out of its first printing in ninety days. The next edition will include twice as many stories.

Being a grandparent I soon realized that trains (or Training as I like to call it) is one of the few activities that erases generational boundaries. My passengers have on several occasions included five generations of family members. Where else can the entire family go and be a part of a living history exhibit?

I consider my job for 2010 to be a storyteller promoting "Training" as a family activity. If I could afford it I would expand that time line to include future years with no expiration date, but at this point I plan to end the promotional tour by year's end. Hopefully the spark will light a fire for tourist that will light the way for generations to come.

A sample reading can be heard at: <http://www.redcandycaboose.com/story.htm>. Anyone can download a free RCC coloring book at: http://www.redcandycaboose.com/RCC_ColoringBook.pdf

HERITAGE RAILNEWS

The federal Department of Energy is trying to decide the fate of two Alco diesel switchers and 14 drop-center flatcars used to haul casks of nuclear fuel and waste around its Hanford, WA nuclear reactor facility. Because Hanford's B Reactor produced the plutonium for the first nuclear bomb and the bomb docked on Nagasaki, there is interest in creating historical displays for the public. The rolling stock is radioactive and will have to be decontaminated or scrapped.

License plates to fund Cal museums

California is creating a special license plate featuring the Peanuts comic strip character Snoopy. A \$50 fee

from the sale of each plate will be earmarked for California museums. The only requirement is that a minimum of 7500 of the plates must be purchased for the program to continue.

Adirondack Railway Preservation Society

The society has been awarded \$200,000 in federal stimulus funds to rehabilitate part of its Adirondack Scenic Railroad. The funds will act as seed money to let the group access about \$1 million in other funds, already raised through private and state grants, to fix 14 miles of track from Carter Station, just north of Thendara, through Big Moose up to Beaver River in Herkimer County. The cost of the entire project will likely be about \$1,350,000. The project is a step toward extending passenger rail service to Tupper Lake, then all the way from Utica to Lake Placid.

Berkshire Scenic Railway Museum Lenox, MA

The museum has purchased the neighboring 1.5 acres of property now occupied by Daley Trucking. The acquisition of this parcel for \$550,000 is part of the organization's master plan. Financing for the purchase was provided by Berkshire Bank. Once the mortgage is paid, the museum plans to construct a restoration shop and an exhibit building. The museum is currently expanding its rail yard to display its rolling stock. Founded in 1984, the museum began operating train rides out of the Lee rail yard until the Lenox Station was acquired in 1986. Museum volunteers restored the building, once used as a machine shop, to its original appearance and listed it on the National Register of Historic Places.

Canadian Museum of Rail Travel Cranbrook, BC

The museum has begun a \$115,000 strategic planning study. It will focus on assuring the long-term viability of the museum and its collection. Funding is coming from the Columbia Basin Trust's Community Initiative Fund, the City of Cranbrook, the Department of Canadian Heritage Museum Assistance Program and from the museum itself. Much of the work will involve setting design parameters for the proposed 78,000 square foot trainshed building, with the goals of energy efficiency and climate control to protect the exhibits.

Connecticut Trolley Museum East Windsor, CT

A major reorganization and cleanup of the museum site is underway. As a result, more cars are displayed inside the visitor center building, along with a new exhibit "The

History and Evolution of the Electric Trolley and Its Impact on Society". Two new tracks are being built under the trainshed roof outside the south end of the visitor center, in order to store six more cars under roof for the first time. A dumpster load of scrap has left the property.

Downeast Scenic Railroad Ellsworth, ME

This is a new tourist railroad running on the former Maine Central Calais branch which was abandoned in 1985. It was purchased by the Maine Department of Transportation but has been inactive until 2009, when service began on the two miles east from Ellsworth to Washington Junction. This year service was extended three miles west from Ellsworth to Ellsworth Falls. The goal is to open the line another seven miles west to Green Lake. The train is powered by former Belfast & Moose Lake 70-tonner #54 (GE 1948).

East Troy Electric Railroad East Troy, WI

Five South Shore interurban cars built in the 1920s and stored by the National Park Service at Gary, IN have been acquired and delivered on their own wheels. Canadian National moved the cars in a special train for no charge. This increases the East Troy fleet of former South Shore cars to eleven in all.

East Troy President Norm Carlson described the move. "The entire transaction was three years in the making. There were two FRA inspections, a 'punch list' of work, replacement of the plate that secures the draft gear to the body of the car on one end of car 23 and work done by CN Mechanical and people from East Troy, Illinois Railway Museum and Fox River Trolley Museum. The cars moved on a **One - Time Movement Authority** issued by the FRA.

After the first five miles and the second five miles we stopped to inspected the cars. The bearing were at a **m b i e n t**

temperature. The general comment was these cars were built when things were build to last. They are now 81 to 84 years old and they moved across the entire length of the EJ&E and then from Leighton to Mukwonago on Wisconsin Central like they were running on the South Shore the day before.

Mechanically the cars are in very good shape. Electrically, we do not know. Interior work ranges from a very good cleaning on some cars to a complete redo on others. All of the cars need roof work.

CN washed the locomotive for the trip. The move was flawless. Ray Weart, an IRM member, was the engineer. We requested him and CN honored our request. People from IRM and Fox River assisted in this project including riding on the train as a 'mechanical force' in case of trouble. We carried all sorts of tools and supplies in case of a problem as we did not want to tie up the railroad."

Elgin County Railway Museum St. Thomas, ON

The museum will receive \$257,980 from the federal Sand Plains Community Development Fund. The money will pay salaries of an executive director and support staff for two years, enabling the museum to move ahead with plans for development of the

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organization and its building. The goal is to become a year-round attraction, boosting tourism.

Georgetown Loop Railroad Silver Plume, CO

Colorado & Southern 2-6-0 #9 (Cooke 1884) will leave the Georgetown Loop for long term display at Breckenridge, CO. The historic locomotive was built as Denver, South Park & Pacific #72, and ran through both Georgetown and Breckenridge. After the last passenger run in 1937, C&S kept #9 and displayed it at the 1939 New York World's Fair and the Chicago Railroad Fair of 1949. It was leased to the Black Hills Central from 1957 to 1986 when it was donated to the Colorado Historical Society. The engine was stored outdoors at the Georgetown Loop Railroad, but received no attention until the change of Loop operator in 2004. Lacking an operating steam locomotive, #9 was hastily returned to operation, but lasted only one year before a crack in a cylinder casting sidelined it.

Meanwhile the town of Breckenridge was looking for a steam locomotive to augment its display of a boxcar and rotary snowplow. It purchased narrow gauge outside frame 2-8-0 #111 (Baldwin 1920) that was built for export to Central America

where it operated on the International Railways of Central America in Guatemala and El Salvador. It was purchased in 1972 by Don Drawer, brought back to the US and placed on his property northwest of Denver where he planned a 4-mile long railroad dubbed the Sundown & Southern and an old western town attraction. Those plans never materialized and after he passed away his family sold everything off.

The town of Breckenridge purchased #111 at the auction in 2002 for display. After the change of operators at the Georgetown Loop RR in 2004, the Colorado Historical Society began looking for a steam locomotive to run there. A deal was struck to borrow #111 for 10 years, refurbish it and use it on the Loop. In return the CHS would loan #9 for display at Breckenridge. After several years of delays, the deal changed to a purchase of #111 by CHS for \$150,000 in exchange for a 15-year loan of #9. Meanwhile, #9 has undergone another restoration, this time cosmetic only. Its tender still needs restoration.

Houston Railroad Museum Houston, TX

It looks like time is running out on the museum's occupancy of its current rented site. The land was sold in 2008

and the new owner is seeking construction permits for the museum grounds. It's unclear how long before construction begins. The search for a new site is underway.

Illinois Railway Museum Union, IL

IRM purchased seven cars from the Lake Shore Electric collection. Most needed work, and here is the progress to date.

When Chicago, Aurora & Elgin wood interurban #36 arrived, it was discovered that one of its power trucks had been swapped with car #303, which went to the Connecticut Trolley Museum. The two trucks are back under their respective cars. The car's control system was disassembled when it was acquired and is being put back together.

CA&E wood interurban #319 received a new paint job and entered service in July.

Rotted side door drop sash windows in CA&E steel interurban #409 were replaced, the roof was re-tarred and the car was repainted. It also returned to service in July.

CA&E steel interurban #451 has had its brass window sash stripped and cleaned, a new canvas roof and roof boards have been installed and it is being repainted.

CA&E steel interurban #460

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Completed restorations at Illinois Railway Museum.

Above: Chicago Rapid Transit #1268 (ACF 1907). Photo courtesy IRM.

Below: North Shore Line interurban #749 (Pullman 1928), which last ran 47 years ago. Kevin Sadowski photo, courtesy Shore Line Historical Society.



received new side door drop sash windows, had its damaged bus jumper socket repaired and was repainted. It also ran in July.

Twin City/Shaker Heights PCC #63 has had all of its lexan windows replaced with safety glass panes from a CTA PCC L car that were donated by East Troy Electric Railway Museum.

The Veracruz single truck open car had its roof repainted and saw first time service in July.

Following the Lake Shore Electric sale, IRM acquired Rio de Janeiro Tramways double truck open car #1889 from Electric City Trolley Museum. The 1912 car is described as complete, but in rough shape.

Kentucky Railway Museum New Haven, KY

For the second time in the last several years the museum has suffered

major flood damage. Water reached almost four feet inside its Model Train Center building, causing over \$125,000 in damages. The building may have to be demolished. The demonstration railway was washed out in several places. Insurance on the Model Train building has covered \$73,000 of the loss, and it is hoped that FEMA can cover the rest. At this writing, 10 of the 11 miles of railroad are back in service.

McKinney Avenue Transit Authority Dallas, TX

A \$4.9 million federal grant awarded this year will allow MATA to extend its tracks down Olive Street, then loop around the block to the present downtown end of track on St. Paul Avenue. Plans call for completion of the extension and loop by late 2012 or early 2013.

Monticello Railway Museum Monticello, IL

The museum is promoting the use of its Illinois Central Harriman combine #892 as a "Celebration Coach", to be rented out for birthdays, retirements and other special events. The car's baggage section can be used for food service or other special setups, while the passenger compartment seats 40.

Southern 2-8-0 #401 (Baldwin 1907) returned to operation for the first time at the September 18 Railroad Days event. The museum purchased the locomotive in 1967 from Alabama Asphaltic Limestone in Margerum, AL. In 1968 it was shipped to Decatur, Ill., and was stored there until 1971 when it was moved to Monticello. The museum had it on display until 1995, when a donor proposed returning a steam locomotive to operation; No. 401 was selected. The restoration work included a new boiler.

Museum of the American Railroad Dallas, TX

The museum has just received a donation of \$50,000 toward its \$500,000 goal to fund the first stage of its new facility in Frisco, TX. The gift came from John and Sally Maxon. He is the nephew of Everett DeGolyer, Jr., one of the museum's founders.

New Hope & Ivyland, New Hope, PA

Open air car #1525, which last ran in 1979, was returned to service in June 2010 after a two-year restoration. Originally built as a Reading standard class PBr coach in 1927, it was converted to an open air car in 1969.

Niles Canyon Railway Sunol, CA

The railway is now on the National Register of Historic Sites. Officially it's the Niles Canyon Transcontinental Railroad Historic District and it extends 11.6 miles. What does this mean? The Club Car newsletter explains. "Putting the railroad on the National Register will mean that it will have to be maintained to the Secretary of the Interior's Standard for the Treatment of Historic Properties. It applies to the right of way and anything nailed down to it. It would not affect those areas that have lost their historic integrity, such as Brightside Yard. It also does not apply to hidden modernizations such as bringing signal systems to current FRA standards. It requires us to...preserve the historic elements left in the canyon, bridges, culverts, signal, etc." It does not affect the rolling stock in the collection.

Northwest Railway Museum Snoqualmie, WA

The museum's new Train Shed was dedicated on October 2. The 25,000



The Monticello Railway Museum steam crew with newly restored Southern #401 (Baldwin 1907). Photo courtesy Monticello Railway Museum.

square foot building has 1130 feet of track inside a heated space. The public will have access to concrete walkways between the tracks. The project required 2300 feet of new track and six turnouts. Besides rolling stock, the building will house a new exhibit, constructed from the parts of the recently retired exhibit The West the Railroads Made, donated by the Washington State History Museum.

Northwestern Pacific Railroad Historical Society

The society is in the fifth season of restoring Petaluma & Santa Rosa caboose #1. This wooden class CS-15 caboose was built in 1899 as Southern Pacific #272. It was sold to subsidiary P&SR in 1934. Drawings of this series of cabooses were found at California State Railroad Museum. Brake parts were supplied by the Timber Heritage Association in Eureka, CA and Western Railway Museum in Rio Vista Junction, CA.

In May the Society has acquired the body of Central Pacific open platform wood coach #29 (Wason 1861). The car later became Northwestern Pacific #123.

Orange Empire Railway Museum Perris, CA

The BNSF Foundation has granted \$5000 toward the cosmetic restoration of Santa Fe FP-45 #98 (EMD 1967). This is part of a \$50,000 project. The unit is already operational.

Jeffrey Levenson has been hired as Orange Empire's first Executive Director.

Continuing their new emphasis on the visitor experience, the museum has paved its parking lot and interior walkways, and is completely redoing the public entrance to the museum grounds. Ticket booths acquired from

Disneyland have been installed, along with four antique street lamps.

Railroad Museum of New England Thomaston, CT

A major project over the next year is the final departure from 4-track Saybrook Yard that contains the remaining equipment still stored at the Valley Railroad. The site had been subleased from the Valley Railroad Company, which itself is a leasehold on Connecticut Department of Environmental Protection property. Although maintained as a storage site since the museum established the Naugatuck Railroad in 1995, the area has been largely inactive in recent years as a work site outside of mowing and brush cutting. The contents of the yard

are being sorted for disposal – to be sold, conditionally donated to other organizations, scrapped, or kept and transported to the Naugatuck. Site clearing has started. Contents of three sheds will be either disposed of or moved to a shipping container that will be the final secure storage area on the property.

Railroad Museum of Pennsylvania Strasburg, PA

Buffalo & Susquehanna combine #35 has been protected from the elements for the past ten years inside a plywood cocoon of the type developed by neighbor Strasburg Rail Road. The cocoon has done its job, says Museum director Charles Fox. The plywood has deteriorated, but the car itself has been perfectly preserved.

Car 35 will soon have a new protective cocoon with steel siding, a rubber roof and solar-powered ventilation fans applied to ensure the continued long-term preservation of the car. It will then be placed back outside in the Museum's yard, until such time as it is placed on display indoors or restored. Based on the success of the previous cocoon, Museum staff expect that the new, even more durable cocoon should protect the car for another 20 to 30 years.

On June 3, 2010, the Governor's Office of the Budget designated \$500,000 for the design of a 16,000-square-foot roundhouse in the outdoor yard, to be located at the Museum's existing turntable. The architectural firm of Erdy McHenry, Philadelphia, has been engaged to design the roundhouse. The Governor's Office of



The Railroad Museum of Pennsylvania has completed the restoration of Huntingdon & Broad Top Mountain caboose #16 (Altoona Shops 1913).



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the Budget anticipates releasing an additional \$6.1 million for the actual construction in this fiscal year.

Rockhill Trolley Museum Rockhill Furnace, PA

The Members Building has received a makeover, including a new floor and ceiling, reinstalled toilets and new lighting. Energy efficient lighting has also been installed in Car barn One.

Seashore Trolley Museum Kennebunkport, ME

These streetcar restoration projects are currently underway:

Boston center entrance cars 6131 and 6270—Four massive new bolsters have been fabricated and the first pair has been installed under 6131.

Eastern Massachusetts 7005 is getting new side T-posts, new steel on the lower part of its side sheets, and new side sills. The car's bolsters were replaced earlier.

Washington PCC 1304 is advancing rapidly with the interior nearly done and work starting on electrical and mechanical systems.

Connecticut Company open car 838 has received a newly rebuilt motor, repainting of the car is nearly complete and it will soon be back in service.

Denver Birney 1 is receiving new steel work with new and patched side sheets being riveted into place and the re-sheathing of the roof will soon follow.

Boston Type 5 5821 has had a rebuilt motor installed and is having roof repairs and paint touch-up before returning to full service.

Smiths Falls Railway Museum Smiths Falls, ON

The list of unlikely museum events just got longer. The museum owns a fully restored "dental car" from the 1930s that provided underserved areas in Northern Ontario with emergency

dental care for children. The car has a dental chair, drills, X-ray equipment and even a lending library where the children could borrow a book. Learning of the car caused the Dental Hygiene Practitioners of Ontario to chose Smiths Falls to host the first "Business Boot Camp" for dental hygienists. The Boot Camp will be an intense 12-hour training session on running a successful dental hygiene practice.

Southern Museum of Civil War and Locomotive History, Kennesaw, GA

The museum has acquired the David Salter collection, likely the most comprehensive photo collection of railroading in the South, totaling 44,000 images. Salter photographed in both color and black and white (often simultaneously) beginning in the 1940s.



This 1947 David Salter photo of the Seaboard Air Line's Savannah-Montgomery local #11 near Pitts, GA is now in the collection of the Southern Museum of Civil War and Locomotive History, along with 44,000 other images.

He also acquired photos by other photographers dating to the 1930s. Salter passed away last Spring.

Shore Line Trolley Museum East Haven, CT

The museum has deaccessioned Goteborg, Sweden streetcar #71. The 1912 single trucker is returning home. The decision to part with the car was made in 2003, and the museum's newsletter cites ARM's Recommended Practices for Railway Museums as one of the motivators. The car will go to Sparvassallskapet Ringlinien, a preservation group located in Goteborg.

Steam Railroading Institute Owosso, MI

The institute has received a grant from the North American Railway Foundation for \$30,000 to start rebuilding Pere Marquette 2-8-4 #1225.

Tennessee Valley Railroad Museum Chattanooga, TN

20th Century Fox's new film "Water for Elephants" featured a two week shoot in Chattanooga, including location work at TVRM. The benefit to the local economy is estimated at \$1 million. The museum previously appeared in the 2007 film "Leatherheads".

Texas State Railroad Rusk, TX

The railroad won two first place awards for its video commercial in the Texas Association & Convention Visitors Bureaus (TACVB) Idea Fair at the organization's annual conference in Lubbock last week. The commercial won first place in the DVD Category and first place in the Judges Choice



Night photography at Orange Empire Railway Museum. Above is narrow gauge 2-6-0 Emma Nevada. Below is Los Angeles Railway #665 (St. Louis 1911) and LARy tower car #9350 (homebuilt 1907). Photos courtesy Orange Empire Railway Museum.

Award for Best DVD. To see the commercial go to YouTube: www.youtube.com/watch?v=ykdHcsXJGac

The railroad has added a new attraction--a 6-acre corn maze. The maze was built on ten acres of property on the rail line near the community of Maydelle. The railroad hired Precision Mazes from Missouri (who knew there was such a company?), which developed a customized design and used GPS technology to cut the maze path utilizing the railroad's name, a steam engine and the state of Texas. There are other activities including a hay bale mountain, hayride, corn box, roller slide and food. A shuttle train ran continuously from the Maydelle Depot to the Corn Maze on Fridays, Saturdays and Sundays through October 24. Tickets were \$19 for ages 3 and over.

Timber Heritage Association Eureka, CA

Association volunteers have completed reroofing the boiler shop, which is adjacent to the Samoa roundhouse.

THA has shipped more rolling stock in the last year than any other museum. Included are the former Southern Pacific commuter coaches purchased from the Virginia & Truckee, and the cars recently donated by private individuals in Santa Rosa, CA. The trucking bill to date is over \$43,000.

Trolley Museum of New York Kingston, NY

The museum will benefit from two new waterfront projects, one to prevent erosion at Kingston Point and the other to put a new face on the museum's building. The concrete block building, constructed in the mid-1980s, will undergo a facelift that will include the installation of bricks and clapboard on the exterior, new windows, and the construction of a new exterior staircase. The building is owned by the city and the museum has a 99-year lease. The façade work costs \$201,687. It is being funded by a grant from the state Division of Coastal Resources. The other project will control erosion of Kingston Point, where the museum's excursion trains operate. It is expected to cost \$119,339.

United Railroad Historical Society of New Jersey

The society has moved its stored

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rolling stock from Lebanon, NJ to a new site at Boonton, NJ. The new site is fenced for better security. Included in the move were Pennsylvania Railroad GG1 4877, PRR baggage car 9256, E8 locomotives 834 and 835, F7 locomotive 424, lounge car 1547, several former US Army hospital cars and ex-New Jersey Transit ballast car 9701.

Western Pacific Railroad Museum Portola, CA

The museum has acquired 1909 Denver & Rio Grande Western wood boxcar #62962 from the Western Railway Museum in Rio Vista Junction, CA.

Wiscasset, Waterville & Farmington Railway Museum, Alna, ME

The museum has purchased Wiscasset & Quebec open platform coach #3 (Jackson & Sharp 1894) from the Maine Narrow Gauge Museum. The car had been leased since 1999.

Wilmington & Western Wilmington, DE

The railroad has broken ground on a new 5000-square-foot educational and administrative building. The facility is part of the railroad's \$10 million campaign to rebuild after the Wilmington & Western was destroyed by the remnants of Tropical Storm Henri in 2003.

Youngstown Steel Heritage Foundation, Youngstown, OH

The Foundation is acquiring pioneer diesel switcher ARMCO #B-71 (Westinghouse 1930) from the Minnesota Transportation Museum. It was the first diesel locomotive to place the engineer in a separate cab with visibility to the rear. All prior diesels were of boxcab design. One sister locomotive exists, #B-73 at the Pennsylvania Trolley Museum. The B-71 is expected to move from St. Paul to Youngstown on a flatcar sometime in 2011.

NEW MUSEUM EXHIBITS

RMQ in the past has failed to list new museum exhibits, a regrettable oversight. There are some great exhibit ideas out there that others may want to emulate, so here's a catch-up list of new ones.

Delaware History Museum has a great exhibit that recently opened, "Almost as Fast as Birds Can Fly: the Railroad in Delaware History". Included are portions about car building, locomotive shops, stations, and the railroads themselves.

National Capital Trolley Museum's exhibit "Street Cars Go to the Movies" combines a traditional photo exhibit about Washington DC movie palaces

with three separate video programs featuring silent films of Harold Lloyd.

Illinois Railway Museum has designated two former "ArtTrain" cars as display halls. The first of the two has been filled over the previous months with a handful of new displays.

Five exhibits are now in place;

a). A display of railroad artwork by George C. Clark

b). A poster and informational display of the World War II railroad effort, and the Pullman troop sleeper

c). A program explaining the role of the railroad postal clerk. This display is still in progress, and the plan by the program leaders is to tell the chronological story of the service, and end with a display of the experiences at IRM.

d). A display explaining the history of the Fox River interurban systems.

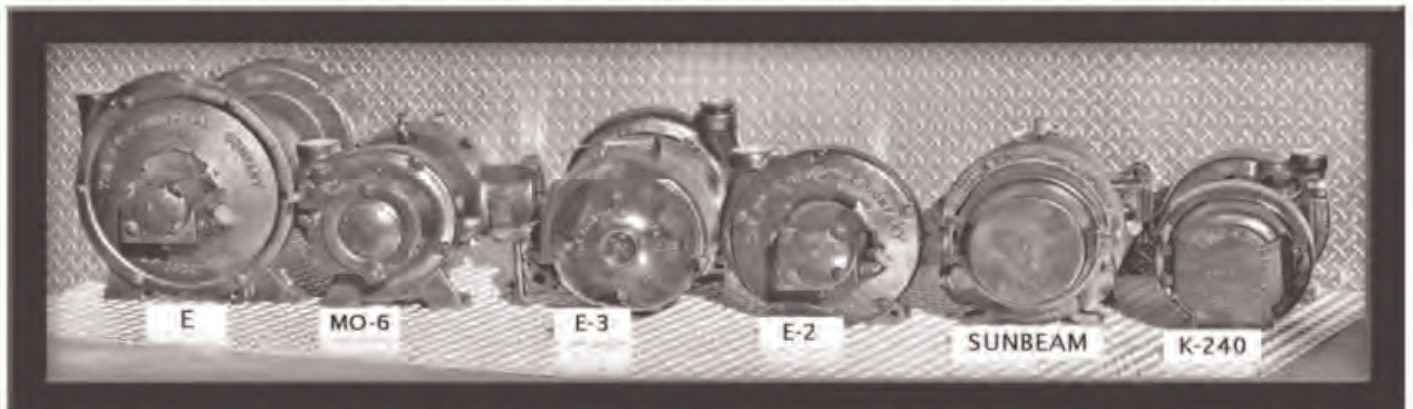
e). An enlarged reproduction of the Chicago Railroad station story, as told in an excellent article in an earlier NRHS Bulletin. Rights for reproduction were received from NRHS prior to display.

In the pipeline is one explaining and showing the routing of per diem shipments with URTX in the 1950's from points around the US and featuring many fallen flags both well known and some more obscure. Also planned is a display of materials from the Chicago Railroad Fairs.

The B&O Museum will be working on integrating a multi-year series of

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exhibits relating to the B&O and the Civil War, to coincide with the 150th anniversary of the conflict.

The Northwest Railway Museum has opened an exhibit in the Snoqualmie Depot entitled "Wellington Remembered" about the Great Northern Railway town of Wellington, 1892 - 1929, and introducing a series of never-before published photos taken by Casper Hansen in 1912/1913 at Wellington.

The Railroad Museum of Long Island: at its Riverhead site a new exhibit displays the history of the Riverhead Long Island Rail Road station since it turns 100 this year. At the Greenport site, on loan from the MTA New York City Transit Museum, is "The Route of the Dashing Commuter" exhibit, covering 175 years of the Long Island Rail Road.

The Government of Canada has provided funding of \$26,000 through the Museums Assistance Program of the Department of Canadian Heritage for the Revelstoke Heritage Railway Society's Chinese Legacies Travelling

Exhibition. The Society will tour the exhibition, which recognizes the contribution of the more than 15,000 Chinese workers who helped build the Canadian Pacific Railway. The tour will include stops at Exporail in Saint-Constant, Quebec, the Copperbelt Mining and Railway Museum in Whitehorse, and the Prince George Railway and Forestry Museum and the Port Moody Station Museum in British Columbia.

The Union Pacific Railroad Museum in Council Bluffs, IA, will open a new permanent exhibit called "America Travels By Rail", featuring hundreds of artifacts, photos and archival material from UP's passenger train era. The \$560,000 exhibit took two years to complete and was made possible with funding by the Iowa West Foundation, the City of Council Bluffs and federal transportation-enhancement funds. The multi-media exhibit occupies an entire wing on the second floor of one of the former Carnegie library in the Midwest. Curved walls flash photos from eight video

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In conjunction with the release of celebrated photographer David Plowden's new book "Requiem for Steam", an exhibition of his images began on October 1 at the California State Railroad. Developed by the Center for Railroad Photography & Art, the traveling "Requiem for Steam: The Railroad Photographs of David Plowden" exhibit will feature more than 25 of the book's black-and-white prints.



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