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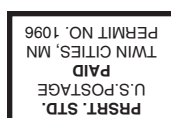


Number 14

Fall 2013



It's been a good year for completed restorations of vintage rolling stock. A beautiful example is Detroit & Lima Northern 4-4-0 #7 (Baldwin 1897), at Greenfield Village. More are featured in this issue, along with other accomplishments.



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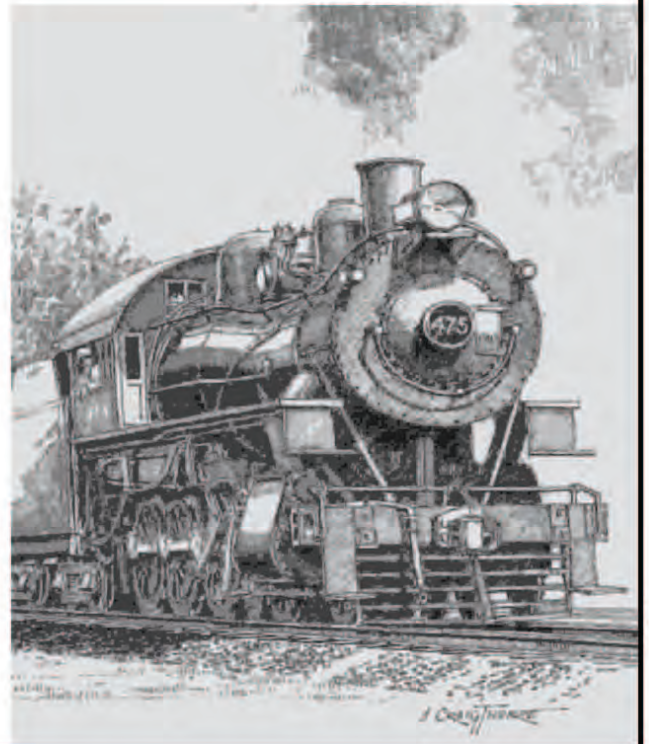
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The purpose of the Association of Tourist Railroads and Railway Museums is to lead in the advancement of railway heritage through education, advocacy and the promotion of best practices.

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Kyle Wyatt, California State Railroad Museum

Committees

Renewal Parts: Rod Fishburn, Chair,

rodfishburn@earthlink.net

Staff

Suzanne Grace, Executive Director

P. O. Box 1189

Covington, GA 30015

Contact@atrrm.org

770-278-0088

Aaron Isaacs, Editor

3816 Vincent Ave. S., Minneapolis, MN 55410

Editor@atrrm.org

612-929-7066

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PRESIDENT'S COLUMN

By G. Mark Ray

Coming together in California, Conference Recap

I'd like to start this column by congratulating the Orange Empire Railway Museum (OERM) for a fantastic conference. I will be the first to admit that I was worried about this one last year in Montreal. In the end, we had a great host, a great location, great weather, and a great program. Thanks once again to Tom Jacobson and his team for all their hard work!

Future Conference Dates and Hosts

The selection of the conference dates is becoming increasingly challenging. Our predecessor organizations held them at different times - TRAIN was typically in early November and ARM with either in September or October. When a joint conference was held, November was chosen. November had typically been a slow month for most of those who had a demonstration railroad to operate so worked well for many people. For the 2013 Fall Conference, the OERM had requested earlier dates to allow them to operate their Day Out with Thomas event and both organizations agreed (this was prior to the merger).

In looking at dates for future conferences, the Board has to be cognizant of many factors - weather is a top consideration, hotel availability which can impact costs, host availability such as this year when OERM needed to shift dates to avoid a conflict. Unlike in the past, our schedules leave little free time. We are all doing more seasonal special events, which pile on top of the other special events. We're to the point to where there is no single time on the calendar where everyone is free.

What's the solution? We are going to publish conference dates for the next three years and farther if possible. This should allow everyone to put these dates on their calendars and do their best to plan around the conference. Also, starting next year, we will have the conference in November in an even number year. The odd number year time may be adjusted to suit anticipated weather conditions (such as visits to Calgary, Alberta or Squamish, British Columbia) or take advantage of other unique opportunities (such as Illinois Railway Museum in 2015). Keep an eye on news bulletins from the Association or watch the Association website for updates (click on Conferences). I can tell you for 2014, we will be in Kingston, NY, (Trolley Museum of New York) on April 4-5 for our Spring Meeting and in Tyler, TX, (Texas State Railroad hosting) on November 4-8 for our Fall Meeting.

Where does ATRRM go from here?

As I prepared for the recent board meeting, I was looking at the vision of where we wanted to be in 2020. There are eleven items on that list. We have already accomplished six of them. As I reviewed this list, one of the remaining five struck a chord with me - "every museum and tourist railroad wants to belong." My mind started thinking "how can we make this happen?"

There are many things that ATRRM can do to make it an organization that everyone wants to belong to and I shall list a few:

•**Networking** - One of the best things that I get from ATRRM is the network of contacts that I now have around the world. I can reach out anywhere to get a question answered or bounce an idea off of someone and I think that is tremendous. We need to take this a step further. We need a way to network electronically with colleagues. We need to

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share our ideas and knowledge with each and grow stronger as an industry. Being able to share our operating experiences and lessons learned quickly and efficiently may sound foreign to many of you but believe me, there is no need for any of us to reinvent the wheel over and over again.

•**Vendor Support** - Our industry is blessed with vendors who offer many specialized services or components to support what we do. Unfortunately, not many people know they exist or what they provide. ATRRM needs to build a list of vendors/suppliers that is accessible to our members. This list would provide contact information as well as the services and/or products they provide. It should also work in reverse, for example, if you are looking for a good or service, the list would tell you who can provide it and where you could find their advertisement (if they have chosen to advertise with us).

•**Conferences** - Conferences are our signature events. Achieving a good one that pleases everyone is impossible (as I have learned). However, we can work to achieve a good balance among educational topics and events. This is where member feedback is needed. Seminar topics have to be chosen well in advance of the conference (usually at least 9 months) so that speakers and marketing materials can be arranged, printed, and distributed. With this in mind, we need to hear from you. Tell us what you'd like to hear discussed in Tyler next year. Send your suggested seminar topics to contact@ATRRM.org.

•**Advocacy and Regulation** - This is where the Association is going to make its biggest impact. The results of the recent survey are being reviewed and the results will be used to generate promotional materials about our industry. For the first time, we will have demographics about how our industry impacts tourism and economic development. We are going to fight the image that the NIMBY extremists often use to describe those of us who support rail preservation. It is imperative of us to show that we do bring tourism dollars into our communities, put revenue into the local economies, and provide employment to various age groups without regard to age, sex, or nationality. We will increase our participatory role at Museum Advocacy Day and Railroad Day. Look for future announcements for both of these important Capitol Hill events. Finally, with the reinstatement of the Task Force on Historic Railroads, we may be able to work towards reducing the regulatory burden that all of our operating members are living with today.

Our Spring 2014 Meeting is going to include a full day dedicated to revisiting

our Strategic Plan. Our current plan was hatched during our first joint Spring meeting in Strasburg way back in 2009. That plan carried us through the merger process. Now that we've accomplished that, it's now time to map out our path forward. You are welcome to join us in Kingston and be a part of our moving forward!

THE MOST-AT-RISK LIST

By Aaron Isaacs

I was recently asked to help the National Railroad Historical Society compile its second annual list of the most-at-risk rail heritage sites or equipment. Lists of endangered sites, first used by the National Trust for Historic Preservation, have become an effective tool to focus attention on the need to fund more historic preservation, before it's too late.

Anyone familiar with railway preservation knows that way too many deserving projects are going begging for lack of funds. This is especially true when discussing individual pieces of rolling stock. During the "hunter-gatherer" period, which ran from the 1950s through the 1980s, museums grabbed whatever they could to save it from the scrapper. Collections quickly outpaced any hope of near-term interior storage, let alone restoration. As the decades passed, somewhat worn equipment left outdoors deteriorated, leaving too many museums with a junkyard out back, and sometimes out front. Meanwhile, the hundreds of steam locomotives placed in parks in the 1950s were rusting away, exposing toxic asbestos insulation.

So it would be easy to select a large number of interesting pieces to place on the list. I'd rather take a longer view and look at the health of the institutions that own those pieces.

Too many museums and tourist railroads don't control their own destinies. They don't own the land they occupy, and they may be subject to a higher than average threat of natural disaster.

The Houston Railroad Museum was recently evicted from the site it leased. In the short window of time available, no permanent site could be secured, so the museum collection is now temporarily stored at a local industry and is not open to the public. It took a herculean effort to make that move, effectively shutting down museum activities for the foreseeable future. Will they be able to find another site, raise the large sums needed to occupy it and hold their membership and volunteers together in the meantime? Sounds endangered to me.

They are not alone. The Maine Narrow Gauge Museum is having to move from its prime location on the Portland, Maine waterfront to a rural site 17 miles away. The Golden Gate Railroad Museum is currently homeless and forced to be a tenant of the Niles Canyon Railway. That arrangement may not last. The Timber Heritage Museum in Eureka, CA is gambling that they can talk the local harbor authority into a long term lease of the Samoa shops site.

Ownership transitions are always fraught with danger. On top of everyone's list is the East Broad Top, which is currently being sold piece by piece to a non-profit about which not a lot is known. The previous private ownership by the Kowalski family lasted for 60 years, but in the end was unsustainable. It's unclear if the new ownership will be viable.

Other museums are endangered for other reasons. The Shore Line Trolley Museum, unfortunately located in a low-lying tidal marsh, has seen its collection badly damaged by a pair of hurricanes. Construction has begun on new carbarns on the site's highest available ground, but will it be enough?

Natural disasters seem to hit railway museums and tourist railroads with some frequency. Mid-Continent was badly flooded, as was Kentucky Railway Museum and Baltimore Streetcar Museum. California Western just recovered from a partial tunnel collapse. Florida Gold Coast was hit by a hurricane, as was Wilmington & Western.

Museums aren't alone in risking the loss of leased sites. Tourist railroads can have the same problem. The Catskill Mountain Railroad and the Adirondack Scenic Railroad, or at least portions of them, are in danger of being replaced by bike trails. The Santa Fe Southern appears to be out of business following its failure to negotiate a lease for the downtown Santa Fe yard and depot. The Lebanon Mason & Monroe is dependent on a city subsidy that almost wasn't renewed this year. The Minnesota Transportation Museum's Osceola & St. Croix Valley Railroad owes its existence to a trackage rights agreement with Class One Canadian National. The Fillmore & Western is currently threatened with possible eviction by the county that owns the railroad. Vancouver's False Creek Trolley line has been mothballed by its owner, the local transit authority, because the operating budget was considered too costly.

There are museums which have secure sites, but have not invested in buildings to house their best artifacts. They perform restorations and ten years later their work is undone by the

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elements because the piece sits outside. I won't name them, but we all know of museums that haven't erected a new building in decades, while their collections sit outdoors and deteriorate.

The questionnaire that accompanies any nomination for the list includes a pair of disturbing questions for which there may be no good answer. "What actions would alleviate the threat? (how the railfan community can assist you in addressing the threat e.g., where to send donations, how to volunteer, to whom to write letters of support). What is a viable plan for the resource's preservation?"

A viable plan implies that there are enough resources out there to solve the problem, and about that I am skeptical. The reliable grant funders (NRHS, Dailey Foundation, Amherst Railway Society, BNSF Foundation, UP Foundation, Trains Magazine, 20th Century Electric Railway Foundation, North American Railway Foundation) would have to pool all their resources to save even one of these endangered museums or railways. Even one major equipment restoration would be a stretch. Most funders want to back someone with a good financial track record, not a high-risk rescue attempt.

As has been proven over and over in this industry, major fund raising comes from within the institution, not from without. It takes a determined effort by an organization that has its act together. Most of these at risk places will have to save themselves. The East Broad Top may prove to be an exception, because it is recognized as a national treasure. I doubt the others will be.

In the long run, I think three things will happen.

1. More pieces will be deaccessioned, finding new homes that will give them the attention they deserve.

2. More museums and tourist railroads will fail, and that will be the salvation of their better pieces.

3. Quite a bit that has been saved, especially pieces with little historic significance, will end up being scrapped, because no viable rescue is possible.

THE CURRENT INSURANCE MARKET

By Dan Roddy, HMBD Insurance Services, Inc. – Railroad Division

Note: This report introduced the insurance seminar at the ATRRM conference in Riverside.

It is really easy to discuss all of the challenges we face with insurance, in procuring the right coverages for our clients, but it is much harder to discuss the good things that are happening.

One of those good things is availability – Over the last 12 years we have seen the number of viable active insurance carriers seeking accounts with ATRRM members increase dramatically from approximately three back in the early 90's to at least seven today. That increased competition has helped to keep pricing down, and coverages provided up.

Actual pricing for Liability Insurance over the last ten to twelve years has remained pretty stable with only a slight increase in actual rates.

The Property Insurance markets including coverage on buildings and rolling stock again has remained a pretty stable market, however price increases have been higher in this area than in the Liability Insurance side primarily due to theft losses of copper in recent years.

I have been with HMBD Insurance Services for 39 years, and have spent the last 15 years working primarily on railroad related accounts. Over the last 12 years my observation is that there has been a paradigm shift on how this industry has done business. Many of you recall the exponential premium rate increases that occurred in the late 90's and a lot of that was driven by a combination of insured losses and the low returns the insurance companies were able to get on their investments in the marketplace. Since the 90's there has been a concerted effort by members of this industry to stress safety in every aspect of their operations, from employees and volunteers manning the trains, to the delicate handling of the public, especially when an injury occurs. As a result I have seen a drastic reduction in the overall frequency of liability claims.

In contrast I have seen a substantial increase in property claims over the last two years as a result of copper thefts. However, I have seen a lot less this year than the previous year as I believe that the word is getting out to everyone as to the seriousness of the problem and protective measures have been implemented to reduce these types of losses.

Insurance carriers do understand that they are going to see what we in the industry refer as shock losses (a loss so catastrophic in nature that the insurance company will experience a significant underwriting loss). We are lucky in as much as we have seen very few shock losses over the last ten years. The insurance carriers pay a lot more attention to the frequency of claims than they do to the severity of a claim. That is due to the fact that a higher frequency of claims typically points to an inherent problem that could lead to a shock loss.

To summarize, I believe we are

looking at a very stable insurance market for ATRRM Members in at least the next three years – I normally don't like to project beyond that as we are in constantly changing times.

Always think Safety!

RAILS WITH TRAILS

By Aaron Isaacs

If you want to provoke a heated discussion among rail preservationists, bring up the subject of co-locating tourist railroads with bike trails. Rail to trail conversions have always elicited conflicting opinions. On the positive side, a rail right of way and much historic infrastructure is preserved and made more accessible than ever. However, we view it as overreach when trail supporters work to remove a viable railroad to replace it with a trail. The current assaults on the Adirondack Scenic and the Catskill Mountain lines certainly have tarnished the image of some trail supporters.

Rather than battle over who gets to use the right of way, in more and more cases the two are sharing it. The Rails to Trails Conservancy has issued a pair of large and informative reports on rails-with-trails. The first appeared in 2000. It looked at 61 examples and contained plenty of useful info on how to physically work the trail into the right of way, given that the track remains in place and is often up on a fill.

The second report appeared in September 2013. It can be viewed at www.railstotrails.org/ourWork/reports/railwithtrail/report.html. I'll try to summarize its main points, because it's full of good information.

The 2000 report identified 61 rails-with-trails in 20 states, totaling 523 miles. That number has grown to 161 trails in 41 states totaling 1397 miles, and the report analyzes 88 of them. To put that in perspective, there are 1785 rail trails totaling 21,239 miles, so only 9 percent are rails-with-trails.

The study found that 43 percent of rails-with-trails are located within the active railroad right of way, 30 percent are adjacent to the right of way, 12 percent are a mix of in-right of way and adjacent, and the location of the other 15 percent is unknown.

The owner of the right of way makes a difference in how the trail is viewed. Public agencies own 41 percent of those corridors with a trail inside the right of way, and generally have a more favorable view of trail co-location. Class 1 railroads own 20 percent of the corridors but most are officially opposed to co-location. 27 percent of the corridors are owned by other railroads, generally short lines and

tourist railroads.

Nearly 60 percent of the trails are located 30 feet or less from the tracks. A quarter of the trails are between 11 and 20 feet from the tracks. 70 percent of the trails are separated from the tracks by some sort of barrier, most often a fence, although vegetation and grade separations are also used.

Most trails (61 percent) cross the railroad at some point, with the average trail crossing the tracks 1.6 times. Only one-third of these crossings are grade separated.

Liability is certainly a major concern for the right of way owner, because of the threat of injury claims. To quote from the report, "Many trail managers negotiating with railroad companies to develop rails-with-trails are required to indemnify the railroad or owner of the corridor, releasing them from liability. Approximately one-third (32 percent) of trails managers reported that their agency was required to indemnify the corridor owner. This is up from 26 percent of rails-with-trails that were required to indemnify in RTC's 2000 report. Another third reported that indemnification was not required, and 31 trail managers did not answer or were unsure of indemnification requirements. In addition to indemnification, some trail managers stated that the railroad required their agencies to carry supplemental

insurance policies (e.g., comprehensive general liability insurance specifically for the trail). Example legal agreements included in the appendices include indemnification language and other liability protection requirements."

Seven of the 88 rails-with-trails reported claims against the trail manager. Most claims did not involve the railroad, but some claims involved trail conditions affected by proximity to railroad infrastructure:

The Yampa River Core Trail in Colorado cited claims made due to injuries sustained by trail users going down grades at railroad underpasses.

On the Gary I. Haller trail in Kansas, a trail user was injured when he ran into the railroad's fence at one of the tunnel crossings. Even though the railroad was negligent (the fence was left open by the railroad), the city paid the settlement claim because the railroad was indemnified.

None of the 88 trail managers were aware of liability claims filed against railroads as a result of the presence of a rail-with-trail.

A majority of trail managers reported that their trail's insurance requirement was covered by an existing municipal or state insurance policy. Examples of nonprofit organizations that carry insurance policies for the trails they manage include:

Clarion-Little Toby Rail Trail,

Pennsylvania, insured by the Tri-county Rails to Trails Association

Montour Trail (Westland Branch), Pennsylvania, insured by the Montour Trail Council

Five Star Trail, Pennsylvania, insured by the Regional Trail Corporation

Three Rivers Heritage Trail, Pennsylvania, insured by the City of Pittsburgh and Friends of the Riverfront

Cardinal Greenway, in Indiana, insured by Cardinal Greenways.

A vast majority (77 percent) of trail managers surveyed reported that routine trail maintenance is covered by a municipal agency or department (e.g., Parks and Recreation, Public works, etc.), and nine trails are maintained by volunteers or friends groups. Most trail managers reported that the railroad did not contribute to trail maintenance. Trail maintenance staff for the Cotton Belt Trail in Texas are required to complete an annual safety certification administered by the railroad."

The majority of the report details the experience of individual trails. After viewing aerial photos, I'm fairly confident these are co-located with tourist railroads.

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Fillmore & Western

CA Napa Valley Vine Trail; 2.7 miles next to the Napa Valley Wine Train.

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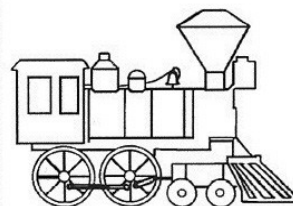
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 ME Eastern Promenade Trail, 1.8 miles next to Maine Narrow Gauge Museum
 ME Ellsworth Rail Trail, 1.6 miles next to Maine Scenic Railroad
 MN Duluth Lakewalk; 7 miles next to North Shore Scenic Railroad
 NH Winnepesaukee, Opechee and Winnisquam Trail; 1.3 miles next to Winnepesaukee Scenic Railroad, to be expanded to 9 miles.
 NM Santa Fe Trail; 17 miles next to Santa Fe Southern
 NY Saranac Lake Recreation Trail; .5 miles next to Adirondack Scenic Railroad
 OH Hocking Adena Bikeway; 1.5 miles next to Hocking Valley Railroad
 OK Katy Trail; 1.2 miles next to Oklahoma Railway Museum
 PA Heritage Rail Trail County Park; 10 miles next to Steam into History.
 PA Lehigh Gorge Trail; 7 miles next to the Lehigh Gorge Scenic Railway, which also sees freight service by Blue Mountain & Reading.
 The report includes these case studies of trails next to tourist railroads. Winnepesaukee, Opechee and

Winnisquam Trail; next to Winnepesaukee Scenic Railroad. The line is owned by New Hampshire DOT. Trail opened 2010. The right of way is 66 feet wide and the trail edge averages 15 feet from the tracks. They are separated by a 4-foot chain link fence. The report quotes a past president of the trail association saying that the railroad "is tolerating the development of phase two of the trail." The railroad is involved in the trail design on an as-needed basis, but offers no assistance on trail development challenges.

Allegheny Highlands Trail; next to Western Maryland Scenic Railroad. Trail opened 2006. This was an early rails-with-trail and was quite controversial at the time. The trail occupies what was formerly the second track, so it's only 8.5 feet from the railroad. The only fence between the two is inside the Brush Tunnel. The trail has created some new business. In 2012 the railroad transported 1691 bikes, bike carts and trailers up the hill to Frostburg.

Heritage Rail Trail County Park; next to Steam into History: Trail opened 1999. This is a somewhat different case because the trail was built while the railroad was inactive and out of service. Tourist trains started in 2013. As the latecomer, Steam Into History must insure the county and the park that owns the trail.

CONFIDENTIAL CLOSE CALL REPORTING SYSTEM

At the annual ATRRM conference in Riverside, NASA had a booth in the vendor room. NASA? They were there to promote the Confidential Close Call Reporting System (C3RS). It is modeled on the Aviation Safety Reporting System, (ASRS) which NASA has administered since 1976. ASRS collects reports of accidents and close calls between aircraft. Persons reporting the incidents are given confidentiality and protection from discipline. The goal is for all safety-related incidents to be reported, not suppressed because an employee is afraid of retaliation.

NASA runs the program instead of the Federal Aviation Administration (FAA) because it's a neutral third party. It will provide the same service to the FRA and participating railroads. The reason for reporting close calls is pretty obvious—under different circumstances they could have escalated into accidents. A close call is defined as "any condition or event that has the potential for more serious safety consequences". Examples include a train in dark territory exceeding its limits, a train missing a temporary

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speed restriction or a train striking a derail without derailling. For info on the program, go to <http://c3rs.arc.nasa.gov>.

DAILEY FOUNDATION AWARDS 13 RAIL HERITAGE GRANTS

The Tom E. Dailey Foundation has issued 13 Railroad Heritage Grants totaling \$53,300, bringing its total 2013 grants to \$140,205. The following groups received grants:

Hocking Valley Scenic Railway, Ohio – \$12,500. The grant will assist in restoration of Baldwin 0-6-0 No. 3 to operating condition. In addition to a direct grant of \$10,000, the Foundation's Board of Directors approved an additional Challenge Grant of up to \$2,500, to match donations from other contributors to this project on a dollar-for-dollar basis through Dec. 31, 2013.

Keokuk Union Depot Foundation, Iowa – \$1,500. The grant will assist in ongoing restoration of the Keokuk Union Depot. The Keokuk Union Depot Foundation has raised over \$100,000 in last two years to preserve the depot.

Virginia Museum of Transportation – \$15,000. The "Fire Up 611" project will

restore to operating condition Norfolk & Western No. 611. The locomotive will be restored in partnership with the North Carolina Transportation Museum and housed in a new 2-track maintenance facility to be built at the museum.

Fostoria Rail Preservation Society, Ohio – \$2,000. Their Lake Erie & Western/Nickel Plate caboose was built in 1914. It was on static display outdoors for 50 years with little upkeep.

Neighborhood Design Center, Columbus, Ohio – \$3,000. This grant will partially fund the cost of a second Streetcar District sculpture planned for summer 2014 installation.

Friends of the Valley Railroad, Connecticut – \$1,800. This grant will assist in exterior cosmetic restoration of a Pennsylvania Railroad cabin car. Replacement of rotted metal has been completed and next phase is sandblasting, bondo and painting in original Pennsylvania Railroad livery.

Southern Forest Heritage Museum, Louisiana – \$2,500. The organization will restore a 1937 motorcar including air tank/compressor, sanders, windows, insulation and braking system. The museum operates a circa 1910 historical 60-acre sawmill complex located at Long Leaf, La., that includes 30 buildings, three locomotives, and major

pieces of steam-powered logging and milling equipment.

Medina Railroad Museum, New York – \$2,000. The grant will assist in restoration of a café car and will be completed by March 2014.

Alexander Chapter, NRHS, North Carolina – \$3,500. The grant will fund truck and coupler acquisition for restored boxcar #401 from the Chester & Lenoir narrow gauge. The boxcar was built circa 1875.

Bradford Railroad Museum, Ohio – \$1,000. The grant will assist in the ongoing development of the museum's former bank building.

New England Electric Railway Historical Society, Maine, – \$2,500. The grant will support the final phase of restoring a double deck tram from Blackpool, England to operating condition. Funds will be used to repair motors.

Empire State Railway Museum Inc., New York, – \$4,000. Grant will assist in restoration of the 1914 Pullman-built dining car Lion Gardiner.

Abilene & Smoky Valley Railroad Association, Kansas – \$2,000. Funding will assist in acquisition of new batteries to keep a 1944 Alco S1 operating.



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PRODUCT REVIEW: BELLA TERRA RAIL MAPS

By Aaron Isaacs

In the Spring 2011 RMQ/Trainline I reviewed the two major tourist train guidebooks, as well as the websites that purport to be comprehensive (most aren't). Now there's a new entry in the field, offering the information in a different format. Bella Terra Publishing has issued the first of three regional maps entitled Rail U.S.A. The first one covers the eastern one-third of the United States. The Central and Western states editions are promised for Spring 2014. You may have seen their ad in the last issue of TRRM.

Presenting such a large amount of information always leads to tradeoffs. The guidebooks break it down into alphabetical state chapters. You have to flip back and forth to understand which attractions are located near each other, but there's more specific information about each place. This new map sacrifices extensive text and photos for the ease of seeing how they all relate geographically.

The map is a 4-color single sheet that measures 6 x 9.5 inches folded and opens to 27 x 39. A total of 334 rail attractions are mapped on one side and listed by state on the other. The list entries are perfunctory—there's no room for more than a 1-3 line description, along with address, phone and website.

The map side extends from Maine to Florida and as far west as West Virginia, at a scale of 42 miles to the inch. In several places where the attractions cluster so close together as to be hard to read, so there are five regional insets at a larger scale for New York City-Connecticut, Washington, DC-Baltimore, eastern Pennsylvania, western Pennsylvania, and western New York. There are also 16 watercolor illustrations of different attractions that adorn the irrelevant ocean and midwest areas of the map.

The number of attractions—334—is far more than any other publication released to date. TRAINS Magazine's "Ride this Train" pullout guide, the most comprehensive I've seen before this, lists 189 attractions for those same states. The difference seems to be the listing of more depot museums, as well as model and miniature railroads. That said, the new map appears to be the new leader in total listings.

The base map shows all major highways, but more detailed local maps or GPS will be needed to make the final approach to any attraction. Railroads are shown, but not prominently and

ownership isn't identified.

Bella Terra also offers the National Geographic Railroad Legacy Map of the United States. Its focus is the rail network of 1920, but it also shows numerous present-day rail attractions.

In summary, the Rail U. S. A. map is an excellent new resource to guide visitors to our railroads and museums. Together, the guidebooks and map complement each other. Why not own both?

The Kankakee Railroad Museum features this Kankakee streetcar body, and two velocipedes, one historic and the other a recent operational replica.

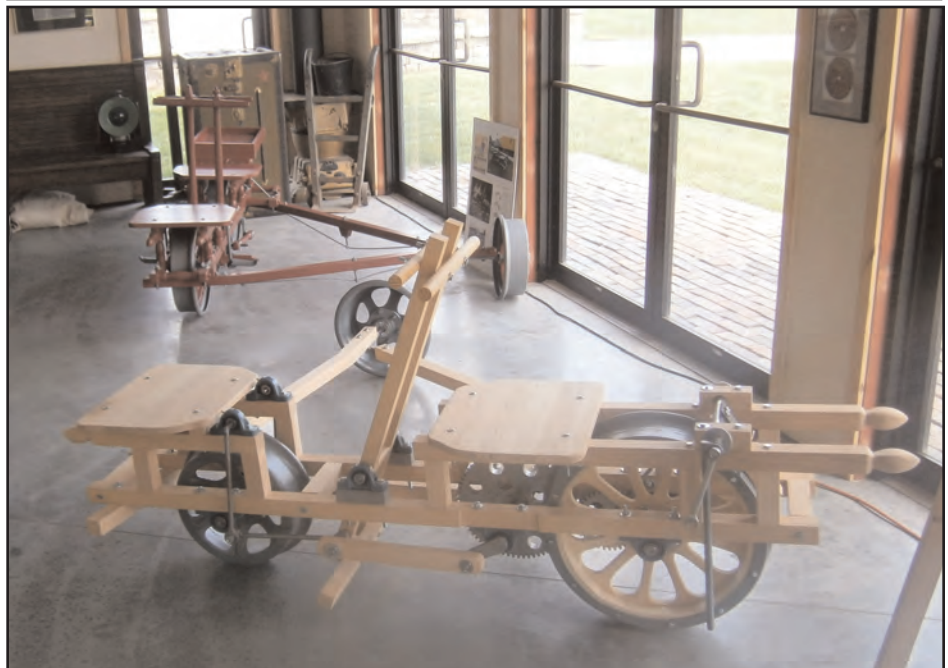
HOOSIER/BUCKEYE ROAD TRIP

By Aaron Isaacs

Attending the annual Hoosier Traction meet in Indianapolis gave me an excuse to stop at as many museums and tourist railroads as possible on the way down and back. I flew from Minneapolis to Chicago and rented a car. Scheduling multiple visits in a day is always challenging, but I managed to hit eleven of them over a three-day period. Most were open, and I was able to make an appointment at one outside of normal hours.

Kankakee Railroad Museum

This small museum opened in 1999 next to the large and well-restored Illinois Central Kankakee depot, built in





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1898 and listed on the National Register of Historic Sites. It had fallen into disrepair, but was purchased by the city in 1990 and a full restoration was completed in 1998. The museum occupies a new building just east of the depot. Inside is North Kankakee Electric Railway & Light Co. single truck streetcar #114 (McGuire-Cummings 1917). The car is a body only, but the exterior and interior have been fully restored. The car barn contains other artifacts and displays, including a vintage three-wheel velocipede and a replica velocipede. Between the car barn and the depot stand a Santa Fe lightweight coach (Pullman 1947), used as a stationary dining car, and a 1967 Union Pacific caboose #25673. Three model railroads in O, HO and N scale occupy a room inside the depot, which still serves Amtrak.

Hoosier Valley Railroad Museum

I last visited Hoosier Valley in 2006. At the replica Chesapeake & Ohio depot, I ran into Cory Bennett, the museum's president, who graciously showed me around. Apart from the strings of stored covered hoppers, which are providing welcome revenue, there were two major improvements since my last visit. The Grasselli Tower was moved in two pieces from East Chicago in 2009. Since then, it has been reassembled and the exterior restoration is largely complete. The shop building has been extended in both directions, effectively tripling its size. This is the museum's only covered storage, so it protects the most valuable pieces.

Monon Connection

I knew there was a railroad attraction in Monon, the small Indiana town that provided the nickname for the Chicago, Indianapolis & Louisville, but I wasn't prepared for one of the highlights of the trip. The first hint of something unusual was the hopper car in full Monon lettering, displayed along Highway 421 at the entrance to the U. S. Aggregates

plant, six miles north of town. This is on the truncated Monon-Michigan City branch. Turns out the hopper has an unusual story, but more on that later. A couple of miles down the road, still north of town, stands the Whistlestop restaurant, surrounded by restored freight and maintenance of way equipment—and signals, trackside signs, crossing gates and every other



Above: The parking lot of the Whistlestop restaurant/Monon Connection could easily be mistaken for a railroad yard, given the big hook with idler flat, assorted freight cars, signals, signs, track cars and a depot. **Below right:** Inside, this display case give new meaning to the term “bells and whistles”.



New at Hoosier Valley Railroad Museum since the editor's last visit are the restored Grasselli Tower, previously disassembled for transport, and additions to both ends of the shop building, seen in the distance.



The 1931 Alcoa experimental aluminum hopper, on display at U. S. Aggregates outside Monon, IN.

sort of vintage rail component you can imagine. Out front is a big hook with idler flat, and hanging from the hook is a sign, “Monon Connection”, a private railroad museum.

Once inside, half the building is occupied by the restaurant, and the other larger half by one of the most amazing collections of rail memorabilia I have ever seen, 6000 items according to the museum’s info sheet. The first thing you encounter is a glittering room full of railroad china and silver in illuminated display cases. From there you pass through a hallway featuring locomotive bells stacked several high in a display case. The museum has 40 loco bells in all. Beyond that is a big addition with more stuff than you can imagine, all well displayed and spotlessly clean. There are backlit drumheads on the wall, a replica depot full of agent’s equipment, a track maintenance display, a small theater playing rail videos and it just keeps on going. The ceiling light globes in the restaurant came from La Salle Street

Station in Chicago.

All this is the private collection of Dale and Anne Ward and more is coming, including the Monon 40-foot steel boxcar still on a rubber-tired dolly in the parking lot.

Remember that Monon-painted hopper at the aggregates plant? Ward owns the plant. It’s not really a Monon car. It’s a prototype aluminum hopper designed and built in 1931 by Alcoa in Lafayette, IN. An idea ahead of its time, it was never sold and remained in in-plant service until Ward acquired it and placed it at the entrance to his stone quarry.

Carthage, Knightstown & Shirley

I was reminded of the TRAINS Magazine jinx. They’d write an article about something rare and shortly thereafter it would be gone. My version of the jinx is deciding to visit the CK&S, only to have it go out of business a week before my arrival.

The five-miles between Knightstown and Carthage, Indiana was part of a Big

Four secondary line that ran north-south from Michigan to Louisville, Kentucky. After being spun off, it hauled freight for awhile, but the former Pennsylvania’s Pittsburgh-Indianapolis line through Knightstown was abandoned, isolating the CK&S. According to an account in the Whitewater Valley Railroad’s newsletter, the line had been virtually a one-man operation, that man being its owner, 79-year-old Tom Allison. Allison reportedly “was also engineer, ticket taker, concession stand operator, plus everything needed to maintain the railroad.” The roster is small—a pair of 45-ton center cabs, a Long Island P54 commuter coach, a Santa Fe steel caboose and a transfer caboose converted to an open car. According to sources in the area, Allison felt he couldn’t do it any longer. The railroad is for sale, and may be revived if the right buyer is found.

Whitewater Valley

The WV is based in Connersville, IN and runs excursions 19 miles to the historic canal town of Metamora. On the way it is that uncommon artifact, a railroad that replaced a canal and was built on the towpath. In addition to numerous special event trains, the basic operation has a train leaving Connersville at 11 AM, arriving in Metamora at 12:30 PM. It’s a scenic winding trip along the river through hilly country. Passengers spend two hours in Metamora, then return to Connersville. In addition, a separate consist runs short hourly shuttles east out of Metamora for a couple of miles.

Having called ahead, they kindly gave me a shop tour before chasing the train from Connersville. The big news in the last year has been the partial

Below left: The Carthage, Knightstown & Shirley shut down in August, but may be revived under new ownership.
Below right: Dearborn Tower on the south edge of Connersville, IN has been restored by the Whitewater Valley.





Scenes along the Whitewater Valley. Top left: The crew of the Metamora shuttle with the only operating Lima diesel. Top right: Hoofprints from the canal boat horses that share the former towpath. Above: The new shop, opened this year. Below: Historic Metamora and its operating canal boat.



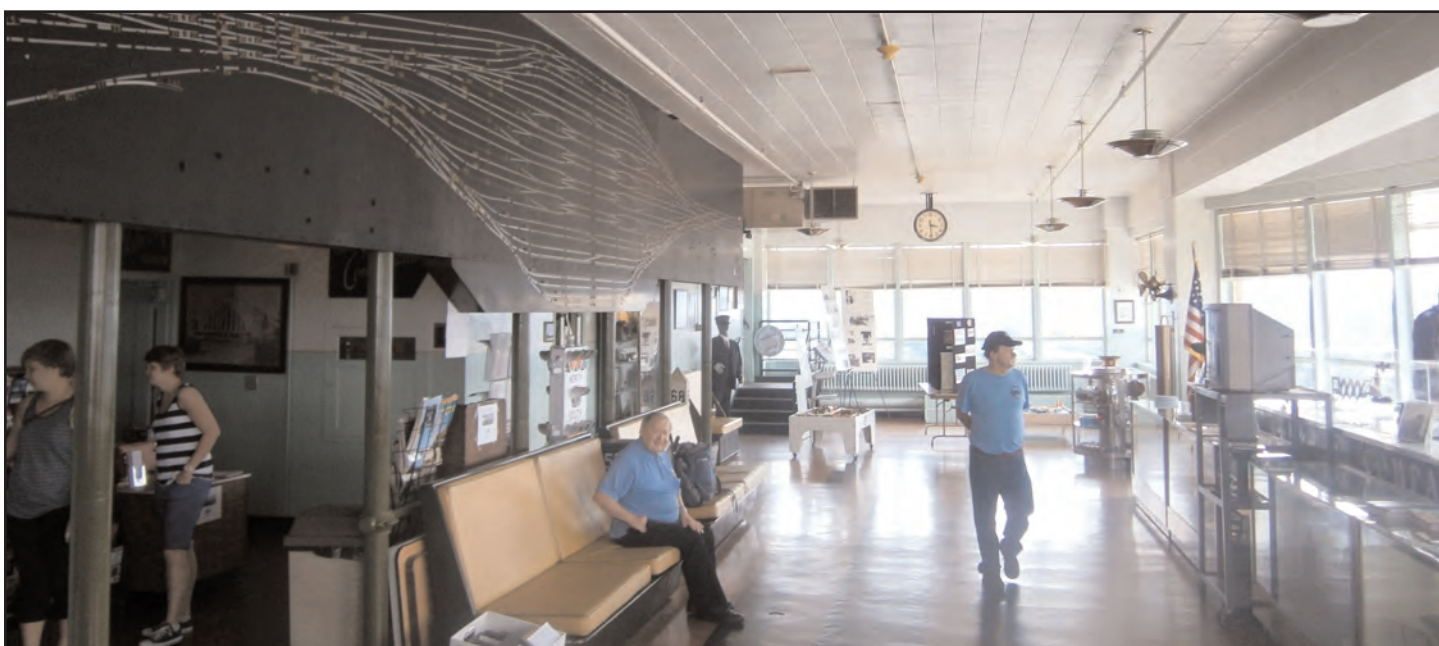
completion of a shop building, permitting indoor rolling stock repairs for the first time. At present only one of the two tracks has been laid into the building. The second track, to be completed soon, will have a pit.

A long string of rolling stock sits on sidings east of the shop. The yard isn't set up for display, however, a bit farther down the line is a restored depot, tower and caboose.

The WV is known for running that rarest of diesel locomotives, a Lima, and it was working the shuttle when I visited. The line has three, although only one, Cincinnati Union Terminal #25 (Lima-Hamilton 1951) is operational. The portion of the shuttle within Metamora shares the towpath with the horses that pull the canal boat, hence the hoof prints in the dirt between the rails.

Cincinnati Union Terminal Tower A

CUT is an art deco icon, now enjoying a well deserved second life as the Cincinnati Museum Center. For 75 years it has been the meeting place for the Cincinnati Railroad Club, a classic old-school railfan group that took on preservation because of an unexpected opportunity. Emerging from its period of neglect after Amtrak Day, in 1989 the Museum Center offered the Club Tower A as its headquarters. Not a separate building, the tower is built on top of the head house. It controlled all train movements through the terminal. As built, the interlocking machine had a capacity for 231 operating levers, and additional operating levers were added over the years. It was, at the time of its installation, 49 feet in length, the largest of its type in service. It controlled 70 regular track switches, 37 double slip switches, 4 derails, 116



Inside Cincinnati Union Terminal Tower A, then and now.

dwarf signals, 22 bridge signals and 11 ground high signals.

The renovation work was a major undertaking. Windows were broken, ceilings and walls had suffered considerable water damage, and all water, bathroom and electrical facilities had been disconnected and sealed off. The floors were also in bad shape, with numerous dangerous holes extending through to the level below.

The ceiling in the main room is original with the Celotex tiles extending three feet down the walls for sound deadening purposes. Those tiles which were damaged or missing have been matched and replaced. The new floor uses vinyl tile which closely matches the original cork tile in color. The position of the interlocking machine (now gone) has been outlined in the floor in black. The main room has been altered only to the extent that

emergency exit doors have been added to the northeast and southeast corners. Restoration was completed in 1991.

Reaching the tower requires an elevator ride, followed by two steep flights of stairs. Once there, it's a big room with a commanding view of the Mill Valley, through which most of the city's rail action passes. The room now looks great, missing only the huge pistol grip interlocking machine that once occupied the center of the room. However, the track display that covers the back wall is still intact and club members are working to get its lights operational. The former chief dispatcher's office now houses a library. Admission is free and there was a steady parade of parents and kids coming and going. A small gift shop at one end of the room provides some revenue. Tower A is a railfan must-see.

Lebanon, Mason & Monroe

Lebanon is a quaint small town located 32 miles northeast of Cincinnati and a favorite day trip destination. The LM&M runs tourist trains on 16 miles of former Pennsylvania track from Lebanon to Mason, with a branch to Monroe that forms a T at Hageman Junction, midway between Lebanon and Mason. For most trips the LM&M runs 4.4 miles south from Lebanon Station to a picnic grove along the track at the back property of the Southwest Golf Ranch. Thomas the Tank Engine was in town the day I visited, although I arrived after operations were over.

The short line Indiana & Ohio Railroad was incorporated in 1978 and began excursions in the cities of Lebanon, Mason and Monroe in 1985. The I & O was sold in 1996 but the former owners retained rights to run the passenger train over the I & O tracks. It was renamed Turtle Creek Valley



Above: Thomas with ex-Long Island coaches in Lebanon, Ohio.
Below: Pennsylvania Railroad BF Tower in Bradford, Ohio.



Railroad. The Lebanon end of the rail line was closed for track renovation to meet FRA standards. The City of Lebanon secured a \$300,000 grant for the work. Reopened in 2001, the railroad's name was changed again to the Turtle Creek & Lebanon in recognition of Lebanon's support. The Cincinnati Railway Company was organized in 2006 to run the line, which was renamed Lebanon Mason & Monroe. The Cincinnati Dinner Train shares the line.

The railroad has preserved the crossing watchman's tower from Reading, OH.

The town of Lebanon owns the line and subsidizes its operation, because the annual cost of track maintenance is greater than the railroad's rent payment. With the rental agreement up for renewal this last year, some were calling for much higher rent, which the railroad contended would put it out of business. Supporters, including other local businesses dependent on tourism, prevailed. They argued successfully that the subsidy should continue because the entire local economy would suffer if the railroad shut down.

Bradford Railroad Museum

Bradford has a population of only 1800, and is without railroads, yet it has a railroad museum. It used to be a junction town, where the Pennsylvania's Pittsburgh-St. Louis main line diverged from a secondary main to Chicago. Still standing is BF Tower, which guarded the junction and the entrances to the local yard. Built in 1925, it replaced an older wood tower. It's a sturdy brick building, closed in 1983 with the Armstrong plant still intact. The frosting on the cake is that some of the ground level connecting rods are also still in place and are being repaired. It's now on the national register of Historic Places and the museum has been working to restore it.

In addition to the tower, the museum occupies the former town bank building. There are a number of displays and artifacts, including some inside the bank vault with its huge door. The museum is currently renovating the bank building basement as a children's area, and working with museum design professional to prepare permanent exhibits, a \$500,000 project. The Ohio Local History Alliance recently gave an award for the museum's oral history documentary "Keeper's of the Crossroads".

Northwest Ohio Railroad Preservation

This is a live steam miniature railroad located on the outskirts of Findlay, OH. Being pressed for time, I only stopped briefly. A 15-inch gauge 2-6-2 built in the late 1940s loops the



Left top: Live steam at Northwest Ohio Railroad Preservation in Findlay, OH.

Bottom left: Toledo & Western steepcab #403 and the 1858 depot at the Sylvania Historical Village.



grounds, passing the preserved Toledo & Ohio Central depot from nearby Hatton, Ohio and several pieces of full-scale rolling stock.

Sylvania Historical Village

I was alerted to this display by Charles Sheets, who I met at the Hoosier Traction Meet. He has been involved for years with Toledo's Waterfront Electric Railroad. Sylvania is 11 miles northwest of Toledo. The historical village is a small collection of preserved buildings located in the heart of town and squeezed into a compact site. There's the 1858 Sylvania depot, the oldest in Ohio. Behind it is a speeder shed with a short section of track. Next door is Toledo & Western interurban steepcab locomotive #4 (Baldwin-Westinghouse 1915) alongside a caboose. Although parked outside for display, they can be moved inside a beautiful two-stall carbarn, described by the museum as a replica of one in Toledo. The steepcab was

donated by Waterfront Electric Railroad when they dispersed much of their collection several years ago. A former New York Central branch runs right behind the village.

My trip ended at the Hesston Steam Museum, outside La Porte, IN. Its story is worthy of its own article, and that will appear in a future issue.

HERITAGE RAILNEWS

Arizona State Railroad Museum Williams, AZ

In 2009 the museum partnered with the City of Williams, donors and volunteers to construct a gateway arch for the City. BNSF donated two 100-year old 16-foot cantilever signal bridges and these formed the basis for the structure along with a twelve-foot center span over Grand Canyon Boulevard. The Grand Canyon Railway shop fabricated two 300-pound baseplates and Arizona Public Service

assisted with the raising. In 2013 BNSF again stepped up with the donation of two 16-foot and one 26-foot cantilevers that were otherwise headed for the scrap heap. The two sixteen-footers are in the process of becoming the second Gateway arch over the east entrance to Williams. The 26-foot cantilever will be installed on the museum campus complete with original signals.

Bluegrass Railroad Museum Versailles, KY

Here's a first--the museum happens to pass next to the Life Adventure Center, which annually creates what it markets as the largest corn maze in Kentucky. This year the museum and the Adventure Center reached an agreement to add a stop at the maze and sell joint tickets.

Former Jersey Central coach #1314 has been refurbished, with new upholstery and paint inside and out.

California State Railroad Museum Sacramento, CA

The museum has overhauled and returned to service its 80-foot turntable, originally from the Union Pacific in Yakima, Washington (American Bridge Company 1911). It was originally installed at Old Sacramento in 1980.

The deck was deflecting under heavy load, indicating structural deterioration. The turntable was disassembled last winter. The timber decking, railings, and bridge timbers (which support the rails) were removed. The table was raised on jacks about four feet and placed on temporary wood cribbing, and the main bearings extracted so they could be taken to the shop and refurbished. The bridge structure was inspected and found to be in very good condition. Rust and grime were removed and long lasting epoxy and urethane coatings were applied. The pivot bearing assembly was cleaned and resurfaced, new steel support rods were machined, new ties and decking were installed, and the rails and safety railings were reinstalled. The estimated value of the rehabilitation was \$100,000.

Center for Railway Tourism Elkins, WV

The recently opened Center is establishing its academic program. Approval was granted by host Davis & Elkins College to adapt the 24 credits of undergraduate coursework into 30 individual components for those who may already hold a degree or do not



Take two retired Santa Fe cantilever signal bridges, add some decorative ironwork and you have the Williams, AZ gateway arch.

want to work toward a degree. Successful completion of 21 components, a number of which are required, will result in the student being designated a Railway Heritage Professional. These courses will be offered using a combination of internet resources, printed materials, turn-in assignments, video conferencing, and a capstone project.

For the 2013-14 school year three students from Wisconsin, Pennsylvania and West Virginia enrolled at Davis & Elkins College specifically for the Railway Heritage Tourism program.

There are three paid internships to be filled in summer 2014. Work is underway to create an international internship, as well as internships within the travel industry.

Beginning in January 2015, railway heritage sites will have the opportunity to work with one student or a team of six to complete a specific task at the host location. The approved course description reads as follows:

"The Railway Heritage Practicum...will be a hands-on experience in which participating students are introduced to the qualities needed to operate a railway heritage site or to oversee the preservation of a railway heritage component (i.e., restoration work, exhibit construction, the launch of a marketing initiative, creating an operating schedule, or similar). This is a 3-credit undergraduate course. If your organization can benefit from the influx of up to a half-dozen enthusiastic, hard-working, community-minded young people committed to completing a task, let's talk."

Newly restored at Colorado Railroad Museum: Colorado & Southern reefer #1113 and Rio Grande RPO car #60.

Colorado Railroad Museum Golden, CO

Although it has been on display at the museum for many years, Rio Grande narrow gauge 2-8-2 #491 was actually owned by the Colorado Historical Society. This year it was donated to CRM. Similarly, Colorado & Northwestern narrow gauge 2-8-0 #30 (Brooks 1898) has been donated by the

City of Boulder after being on loan to CRM for several years. The city restored it with a large grant from the Colorado Historical Society, but lacked an appropriate display building, hence the loan to CRM.

The Rolling Stock Condition Assessment Report, a comprehensive physical assessment of the Museum's 100+ railcars, has been completed.

Twelve new outdoor interpretive panels that tell the story of the types of railcars on the museum property were funded by a \$40,000 North American Railway Foundation Grant.

Colorado Rail Annual No. 31 - Colorado Railroad Water Tanks by William Reich has been published.

Recent equipment restorations include:

Colorado & Southern 1909 narrow gauge wood refrigerator Car #1113. Originally scheduled for roof repair, the entire car had to be disassembled. All rotted wood was replaced.

Rio Grande narrow gauge RPO #3 (D&RG 1880) This car had been used for storage. It has been cleaned out, cosmetically restored and is used as an ADA car for historic "varnish" train service at the museum.

New standard gauge track connections have been laid to access





Baltimore & Ohio 2-8-0 #545 (Mount Clare Shops 1888), damaged when the roundhouse roof collapsed, has been restored by the B & O Railroad Museum.

isolated tracks, permitting equipment to be moved to the roundhouse for restorations and display relocations.

Conrail Historical Society Topton, PA

The Norfolk Southern Foundation has donated former Penn Central transfer caboose #18452, built at the former New York Central Despatch Shops.

Fort Wayne Railroad Historical Society, Fort Wayne, IN

On-line training is now accessible from the society's web page, so volunteers can receive training information without calling a general meeting. Web-based courses will eventually include general railroad and safety information, specific railroad and signal rules, and steam locomotive maintenance and inspection

Friends of the 261, Minneapolis, MN

Two more passenger cars have been added to the 261 fleet. A former Northern Pacific lightweight baggage car was acquired from the Museum of Transport in St. Louis. Canadian National sleeper/lounge #1084 (Pullman Standard 1954) came from its last owner, Loram.

Illinois Railway Museum, Union, IL

The new acquisitions keep on coming. According to the museum's Rail & Wire magazine, it now rosters 471 pieces of equipment, up 17 from 2010. We missed two that arrived this year--Chicago & North Western Ohio crane #262051 and accompanying Minneapolis & St. Louis idler flat #23869. But wait—there are more on the way. Ex-Virginian, ex-New Haven, ex-Conrail E33 electric locomotive

#4601 has been acquired from the Railroad Museum of New England. Chicago Transit Authority is donating L cars 2007 and 2008 (St. Louis Car 1964). In 1992 they were repainted in the original South Side Rapid Transit Company dark green and used as a heritage train to celebrate the line's centennial. They join another pair of cars from the same order already at the museum. More recently, three Rock Island commuter cars have been acquired from the Galveston Railroad Museum.

Kentucky Railway Museum New Haven, KY

Louisville & Nashville heavyweight lounge-solarium-sleeper Kentucky Club (Pullman 1926) has been moved to the museum after many years at the Florida Railroad Museum in Parrish, FL. It had been acquired from the All America Circus in Tampa.

The museum has acquired L&N wood caboose #559, which dates from the 1920s. It was part of the estate of a former L&N conductor and is reportedly in good condition.

Market Street Railway San Francisco, CA

Blackpool, England open air "boat tram" #233 (1934) has been acquired for F Line service. It joins sister #228, already part of the heritage fleet. Meanwhile, the last of the 16 newly renovated PCC cars, double ended #1011, has been delivered by Brookville Equipment Company. The latest Market Street newsletter explains the door problems that have plagued the rebuilt cars. "In an earlier contract with Brookville...Muni specified that the existing door motors and related gear be

rebuilt, rather than replaced. This reportedly did not yield a good result, though it is unclear whether workmanship on the overhaul was poor or the motors were just too far gone to fix properly. When this recent Brookville contract was awarded...Muni agreed to Brookville's proposal for a more modern system, with computer controls, designed really for sliding doors, not the folding doors used on PCCs. When the streetcars arrived from Brookville...the doors often malfunctioned." Looking for a solution, a supply of traditional door motors was found. They have been installed in two of the cars and if reliable, more will follow.

Mount Ranier Scenic Railroad Elbe, WA

The railroad has taken advantage of the demise of the nearby Camp 6 logging museum to begin the creation of the logging and railroad museum at its shops in Mineral Lake. Phase 1 of the project opened last June. Five historic logging camp buildings were relocated from Tacoma to Mineral, followed by several pieces of logging equipment including home-built Rayonier logging caboose #3. Neighboring West Fork Timber Co. donated one of their old logging camp buildings to the museum project.

Major exterior renovation work has been performed on the restoration and maintenance shop building. Underground electrical conduits have been installed about the site to feed the various buildings, and exterior repairs and painting have been performed on several of the camp buildings. To allow trains to access the museum site, a new run-around track was constructed so that locomotives can pull the trains from Elbe to a new platform at the museum, then run around to the other end of the train for the trip back to Elbe. Upon stopping at the platform, locomotives will be able to refill from an authentic logging railroad water tank, an 1890s vintage tank car that once sat atop cribbed logs about three miles south of Mineral.

Phase II of the project, scheduled for 2014, will include expanded displays at the logging camp, a reconstructed steam powered saw mill, and picnic grounds. Phase III, tentatively scheduled for 2015, will add a 7-1/2 inch gauge train ride that will incorporate 1/8th scale logging "donkeys", as well as a log loading exhibit.

National Capital Trolley Museum Colesville, MD

The Maryland Heritage Areas Authority has granted \$20,000 for the exterior restoration of Capital Traction streetcar #522 (American 1898).

**New York, Susquehanna & Western
Technical & Historical Society
Phillipsburg, NJ**

The society added about 3/4 of a mile to its Delaware River Railroad Excursions in 2010, another 3/10 mile in 2012 and 2/10 this year to bring the railroad within one mile of its goal of Riegelsville station. At the same time track speed was increased from 10 mph to 20 mph.

**Northern Ohio Railway Museum
Chippewa Lake, OH**

Greater Cleveland Regional Transit Authority has donated its remaining historic rail cars to NORM. Included are Cleveland streetcar #1212, later Shaker Heights Rapid Transit #12 (Kuhlman 1914), Cleveland Transit "Bluebird" PCC rapid transit car #109 (St. Louis 1955) and Cleveland Transit line car #024 (Kuhlman 1914, originally streetcar #17).

**Northwest Railway Museum
Snoqualmie, WA**

It's not often that a railroad museum or tourist railroad becomes the centerpiece of a community, but that's what is happening in Snoqualmie. The city's downtown fronts on Railroad



New arrivals at Northern Ohio Railway Museum are (L to R) line car #024, "Bluebird" rapid transit car #109 and (under tarp) 1917 Shaker Heights streetcar #12. Steve Heister photo.

Avenue, on the other side of which is the museum and its demonstration railroad. Following a streetscape facelift in 2011, the next phase for the city is a linear park and trail between Railroad Avenue and the tracks. To make this possible, the museum has agreed to sell the city a half acre next to its depot for \$265,000.

**Oklahoma Railway Museum
Oklahoma City, OK**

The museum has acquired Missouri-Kansas-Texas track inspection car #1045, rebuilt from a 40-foot Pullman Standard steel boxcar in 1973. Doors and steps were cut and centered on both sides of the car. It was equipped with air conditioning, radio telephone, electric generator, and a large observation compartment with comfortable seating. It was retired in 1988.

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After many decades as a cabin in Hudson, WI, Duluth, Missabe & Northern business car Missabe (Ohio Falls Car Co. 1893) has been restored by the Lake Superior Railroad Museum.

Railtown 1897, Jamestown, Calif.

Restoration of Sierra Railway 2-8-0 #28 (Baldwin 1922) has begun. Visitors can watch as crews remove and replace corroded and worn out metal parts and inspect and repair the boiler. The total project budget is \$231,000 with completion anticipated by the summer of 2014.

San Diego Electric Railway Association, National City, CA

San Diego's Metropolitan Transit System (MTS) has donated PCC streetcar #531 to the association. It is now on display at the National City depot.

San Luis Obispo Railroad Museum San Luis Obispo, CA

The museum has acquired Southern Pacific 1926 wood cupola caboose #244.

Stewartstown Railroad Stewartstown, PA

On September 18 an agreement was reached to save the railroad. The threat of abandonment goes back to 2008, when George Hart passed away. Some time before he died, he had given, or loaned, depending on whom you ask, \$350,000 to the operators of the Stewartstown Railroad. It wasn't a formal loan, as no papers were drawn up. But, apparently, Hart didn't see it as a gift. In his will, he mentioned that the Stewartstown Railroad owed him \$350,000 that he had bequeathed to the Bucks County Historical Society.

The historical society demanded the money. The railroad claimed it had been a gift, and they were not obligated to pay it back. There was legal wrangling, and in November 2012, Hart's estate asked the federal government to abandon the 7.4-mile line so it could foreclose on the railroad to collect the debt.

The federal government granted the request in December, clearing the way for the estate to foreclose. In January, though, the estate and the railroad entered settlement negotiations. The railroad's initial offer was \$275,000, which the estate rejected, saying that after legal fees it would amount to a little more than \$100,000.

The negotiations continued and ultimately the railroad has agreed to pay the estate the \$350,000 it sought. In return, the estate pledged to withdraw its abandonment with the federal government's Surface Transportation Board.

Tennessee Valley Railroad Museum Chattanooga, TN

According to a letter attached to the latest newsletter, TVRM is raising funds to purchase two parcels of land that abut its Grand Junction property. Together they total 5.27 acres. The smaller parcel currently houses the National Model Railroaders Association headquarters, and the letter says that TVRM will occupy that building if the sale occurs.

The newsletter also includes an update on TVRM's freight operation, by far the most extensive of any railway museum, and first described in the Winter 2012 issue. It started in 2001 with a siding off the museum line to serve Allied Metal Company about a mile west of Grand Junction. When TVRM leased the East Chattanooga Belt Line from Norfolk Southern, primarily for passenger service, it took over the occasional shipments to a couple of shippers.

The lease of the Hiwassee River Railroad brought with it intermittent unit train shipments of calcine, an iron byproduct of the long-dormant copper online mines. The shipments are exported to China. They start and stop as commodity prices rise and fall.

The big revenue producer is TVRM subsidiary Tyner Terminal, which switches Chattanooga's new Volkswagen plant, as well as an Archer Daniel Midland sweetener transfer terminal and TAG Manufacturing. VW production has ramped up and the railroad now calls three daily crews to serve it.

Vintage Locomotive Society Winnipeg, MB

The Society is part of a consortium that has acquired the former Canadian National Emerson, MB depot. It will be moved to Grosse Isle, where it will serve as a station for the society's Prairie Dog Central.

Whippany Railroad Museum Whippany, NJ

Privately owned Pennsylvania Railroad N6b wood caboose 981590 (1923) has been donated and moved to the museum from Newfoundland, NJ, where it sat next to the restored depot.

Wilmington & Western Wilmington, DE

The railroad is returning to service a half mile of track at the west end of its line. It has been out of service since 1987.

Wiscasset, Waterville & Farmington Railway Museum, Alna, ME

The restroom building has been completed. The museum has also purchased an 828 x 66 strip of land. With this purchase, the museum has ownership or a lease for all the right of way from the end of track to Head Tide.

INTERNATIONAL COOPERATION SECURES K-M TRUCKS

By Bob Zenk,
Pacific Locomotive Association

Soon, the rarest pair of locomotive trucks in the world will be headed to Brightside Yard. One day, they'll help us return the most unique road diesel in the world back to self-powered operation. And just like everything with our 1964 German-built Krauss-Maffei Southern Pacific 9010, how it happened is a bit of an unexpected miracle.

SP 9010 Crew Chief and Kapellmeister Howard Wise did two significant things when the rusting KM hulk first arrived on the property. First, he immediately started restoring it. And second, he built a website and blog. This outreach immediately caught the attention of several German KM retirees, impressed with the PLA's quality efforts to save the last living example of what had been their problematic but proud creation.



Mid-Continent Railway Museum has completed another of its fine wood car restorations, Copper Range combine #25 (American Car & Foundry 1903).

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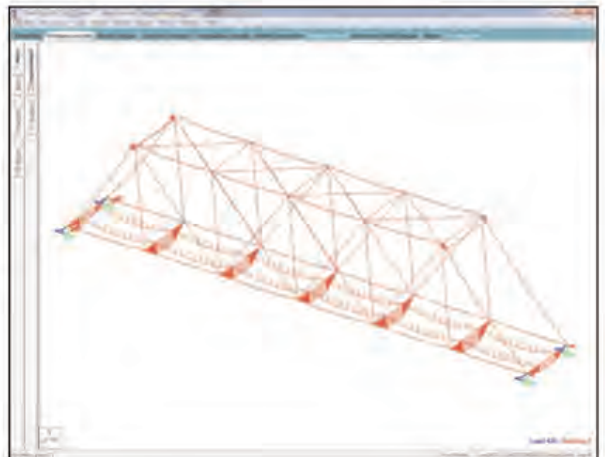
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Retired technician Otto Baumgartner and his onetime supervisor Peter Zander have been extraordinarily generous with their time, expertise, and most strategically, their incredibly intact notes and recollections. And one day an email discussion about 9010's trucks inspired this startling question: Did we know that there were five pairs of geared trucks sent back to Germany from the SP scrapyard? Our shocked reply: Please go on!

Soon, our invaluable researcher in Munich, Richard Oed, son of KM's lead project engineer for the USA locomotives including our own 9010, sent volumes of data on where those mystery bogies ended up. The original geared KM trucks were a robust design specifically engineered for tough American duty. Enter Germany's

Plasser & Theurer, and their 1970-model RM63 self-propelled ballast cleaner. Five sets of retired KM trucks were sent to Germany, to form the basis for the RM63 powertrain. Only five of these massive units were ever made.

And now, the French Connection: Colas Rail, one of the world's largest providers of railway infrastructure services, had come into possession of the last operational RM63 ballast cleaner with ex-KM trucks. Our Maybach Man in the UK, railroader Rob Fern, tossed the idea around with a colleague and enthusiast at Colas Rail's UK office. Colas France was retiring their RM63, and was considering sending the unit to scrap. PLA needed to act fast!

Rob volunteered to Chunnel over to the Colas Rail yard in Les Mureaux, on the outskirts of Paris, where he

inspected and photographed the RM63 unit in detail. The original serial numbers verified that these were indeed ex-SP trucks in fine repair! The local Colas Rail staff assured us they would set aside the trucks for PLA. Research into scrap values, logistics of loading and unloading, truck weights and dimensions for ocean shipment, and inquiries to U.S. Customs over duty issues all kicked into, well, top gear!

Next, the SP 9010 team wrangled the funding challenge through a combination of individual pledges and no-interest loans, and a scrap price was floated to Colas Rail. There were no apparent obstacles. We sat with bated breath. You could hear our veins pulsing across the internet. And then...nothing. Silence.

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remained unconsummated. Finally, an SP 9010 friend with connections to KM's successor Siemens Mobility paid a visit to Les Mureaux, confirmed that the trucks had been salvaged, and secured the price for PLA. And at the mid-October PLA Board meeting, funding was approved and the process of retrieval and transport began in earnest!

Lifting diagrams sent to us by Otto Baumgartner had already revealed that re-trucking SP 9010 will not be a casual weekend operation. The entire locomotive must be raised to clear the tall gear towers, and drive shafts must be set in place prior to lowering the unit back down on its new geared wheelsets. All this requires heavy-lift cranes, adding to the budget items.

And now, Baby's got new shoes. They're several thousand miles away over water, but closer now than anyone for the last forty years could ever have dreamed. Howard Wise and the volunteer SP 9010 team, both local and distant, are grateful for the generosity and faith shown by all towards this unbelievable, unlikely project. As they say on TV: Thank you for your support.

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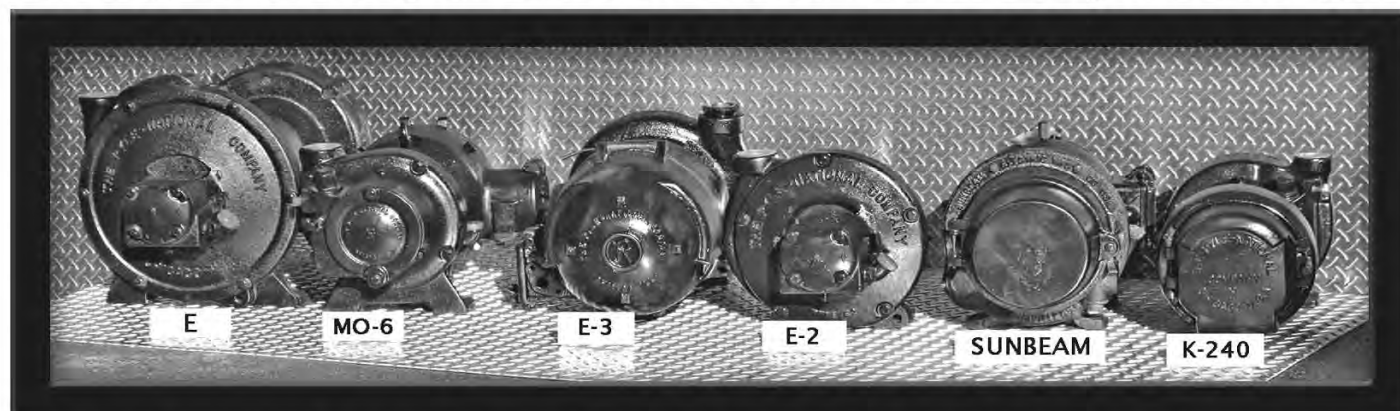
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The Altoona Railroaders Memorial Museum opened its roundhouse this last year.



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The San Luis Obispo Railroad Museum held the grand opening of its restored 1894 Southern Pacific freight house on October 12, 2013. Inside are exhibits, a model railroad, meeting space, office space and a store. Restoration was a ten-year effort.

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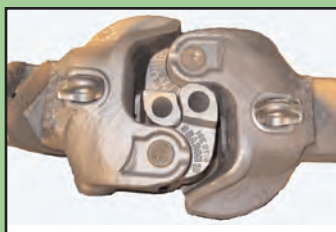


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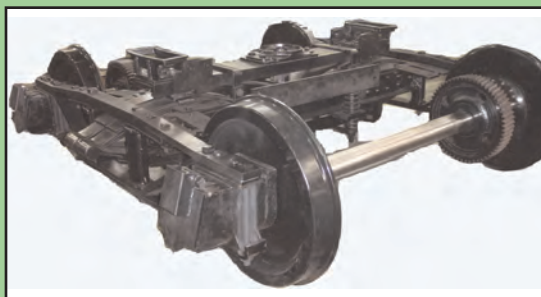
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New railroad museums are still being formed. One of the latest is the Railroad Museum of Virginia in Portsmouth. Norfolk & Western 4-8-0 #1134 is one of the “Lost engines of Roanoke”, derelict for decades in a scrapyard and looking much better now.





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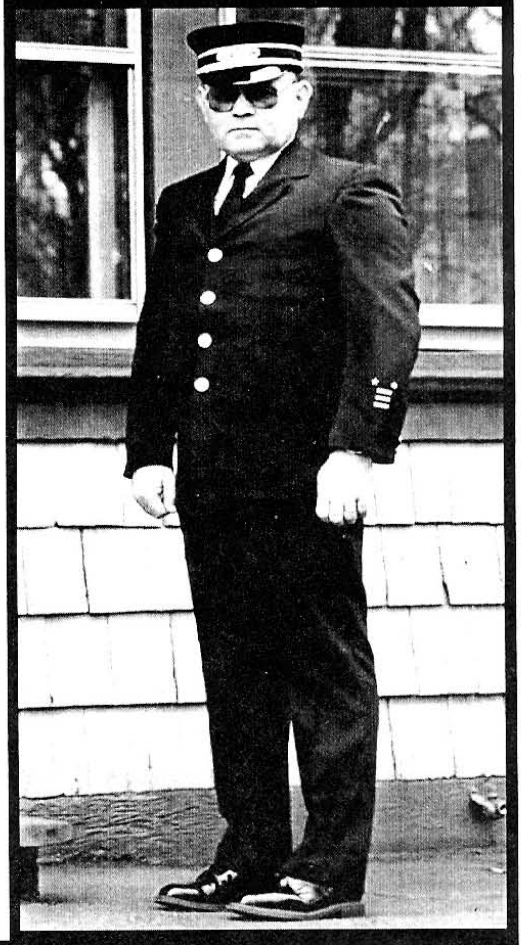
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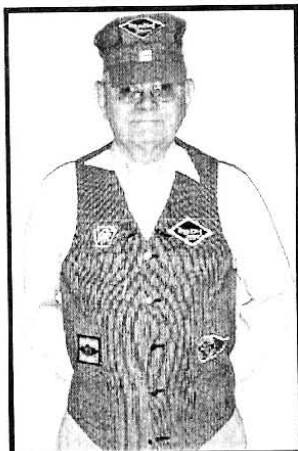
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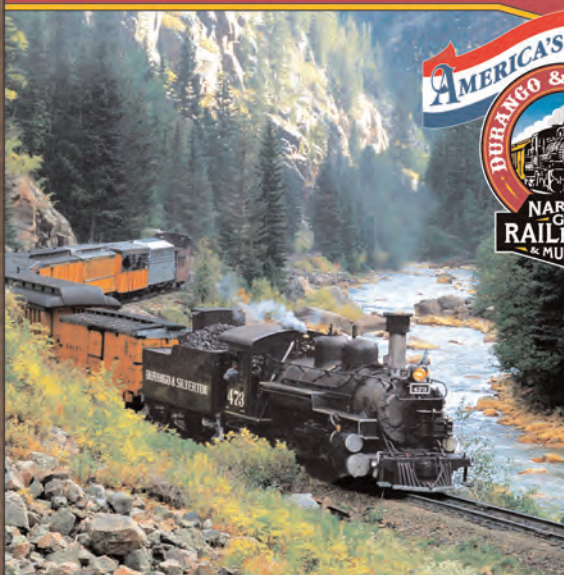
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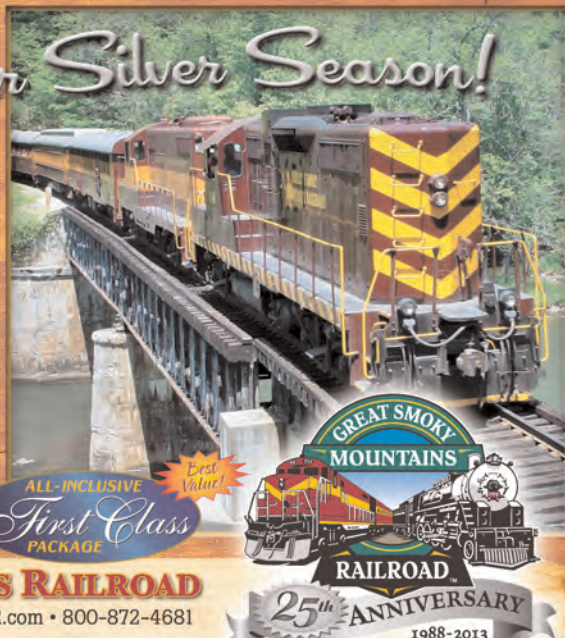
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