

RAILWAY MUSEUM

QUARTERLY

"Advancing Railway Preservation"

Number 53

A Journal of the Association of Railway Museums

arm

Fall 2009



Fresh from an exterior and interior makeover, Pacific Electric "Hollywood" car #717 (Brill 1925) displays its original deep red color at Orange Empire Railway Museum. Photo courtesy OERM.

RAILWAY MUSEUM QUARTERLY

Railway Museum Quarterly is published quarterly by the Association of Railway Museums and distributed free of charge to member and affiliate member institutions and individuals. The opinions expressed herein are not necessarily those of the Association. Articles appearing in RMQ may be reprinted in whole or in part provided proper credit is given the source. Submissions are always welcomed, along with accompanying photos. Articles covering programs, initiatives, major events and undertakings of member institutions are of special interest.

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.

All members and affiliates receive Railway Museum Quarterly as a benefit of membership. For more details, or to report address changes, please contact the Association of Railway Museums, 1016 Rosser St., Conyers, GA 30012, or email to cnc@lagniappeassociates.com.

Call us at (770) 278-0088 or visit our Web site: www.railwaymuseums.org.

Directors

Richard Anderson, Northwest Railway Museum, richard.anderson@railwaymuseums.org

David Dunn, Railroad Museum of Pennsylvania, david.dunn@railwaymuseums.org

Bob LaPrelle, Museum of the American Railroad, bob.laprelle@railwaymuseums.org

Peter Murphy, Exporail, peter.murphy@railwaymuseums.org

G. Mark Ray, Tennessee Valley Railroad Museum, mark.ray@railwaymuseums.org

Ken Rucker, National Capital Trolley Museum, ken.rucker@railwaymuseums.org

Jim Schantz, Seashore Trolley Museum, jim.schantz@railwaymuseums.org

Eric Sitiko, HART-TECOLine Streetcar Museum, eric.sitiko@railwaymuseums.org

Kyle Wyatt, California State Railroad Museum, kyle.wyatt@railwaymuseums.org

Officers

President: Bob LaPrelle

Vice President: David Dunn

Secretary: Ellen Fishburn, secretary@railwaymuseums.org

Treasurer: Ken Rucker, 1313 Bonifant Road, Silver Spring, MD 20905-5961, ken.rucker@railwaymuseums.org

Committees

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

Staff

Suzanne Grace, Executive Director, 1016 Rosser St., Conyers, GA 30012
cnc@lagniappeassociates.com

Railway Museum Quarterly

Aaron Isaacs, Editor, 3816 Vincent Ave. South, Minneapolis, MN 55410, (612) 929-7066,
rmqeditor@railwaymuseums.org

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

Organizational Mission: 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.

A SAFETY REMINDER

By Henry Luna, President,
Niles Canyon Railway

*Reprinted with permission from the
Niles Canyon Club Car*

SAFETY...it's easy to say, but impossible to see. You have to use your imagination just to know it's there. We live with it, practice it and even trust our lives to it, but is that really Safe?

All railroads, including ours, preach and teach Safety. You are constantly reminded to Think Safety everywhere you look. It's painted on the crew room walls, on billboards, in engine cabs and cabooses and even on the hat and gloves you wear. But when you really think about it, where does Safety come from, where do you get it and how do you know if it is working for you?

Your Safety is created by only one person in the entire world. You and you alone. It is easy to ignore Safety, so you must constantly remind yourself that the way to be safe in a railroad environment such as our is to force yourself to Think Safety. If you can do this, the reward is well worth the effort—a long and happy life for yourself—and for those working around you.

In our situation, the opposite of Safety is Danger. When you neglect Safety, you place yourself and your fellow volunteers in a dangerous situation, and that is not acceptable on any railroad. The lesson here is "Be Safe—Notice the Danger Signs." It obviously works, for our own volunteers have been operating our own trains for nearly 50 years with an excellent safety record.

Each of us working on the railroad has an obligation to personally be Safe and to ensure that we do not put ourselves or others in danger at any time. Failure to work in a prudent manner, or notice our 5 mph speed limit for vehicles within Brightside Yard, or neglecting to set a hand brake, can quickly turn a beautiful day into a tragedy.

One of the reasons we spend so much time qualifying members for engine and train crew and having them take refresher tests each year is that we are proud of our Safety record. Safety is built on Common Sense, and some people have more of this than others. So you must take it upon yourself that anytime you spot a dangerous situation you should spend a little time to see where it originated and have it corrected before it hurts somebody.

Think, act and be Safe, always.

TROLLEYVILLE COLLECTION SOLD

The Trolleyville/Lake Shore Electric collection of over 30 streetcars, interurbans and other pieces was to have been sold at a mail auction. News of the auction was distributed widely, and an open house was held for potential buyers to examine the wares. Bids were due on October 2nd, but were never awarded.

The reason is a streetcar museum entrepreneur, Bill Wall of the Shore Line Trolley Museum. Over the last couple of decades, Wall has developed an industry-wide reputation as the architect of complex trades among multiple streetcar museums that result in win-wins for all parties.

Wall approached Lake Shore Electric to propose a consortium of museums to purchase the entire inventory of cars and parts. LSE would realize its financial goal and not be left with unsold items. To hedge its bets, LSE required the auction bidding to move forward in tandem with the consortium proposal, which ultimately involved 14 museums. Wall made it clear that the consortium was an all-or-nothing deal—no cherry picking of high bids would be permitted.

LSE opened the bids and decided to go with the consortium. The cars were sold as follows:

Illinois Railway Museum:

Veracruz, Mexico single truck open car 19 (Brill 1908)
Chicago, Aurora & Elgin wood interurban 36 (Stephenson, 1902)
Chicago, Aurora & Elgin wood interurban 319 (Jewett, 1914)
Chicago, Aurora & Elgin steel interurban 409 (Pullman, 1923)
Chicago, Aurora & Elgin steel interurban 451 (St. Louis, 1945)
Chicago, Aurora & Elgin steel interurban 460 (St. Louis, 1945)

Fox River Trolley Museum:

Aurora, Elgin & Fox River Electric/Shaker Heights Rapid Transit lightweight interurban 304 (St. Louis 1924)
Chicago, Aurora & Elgin steel interurban 458 (St. Louis, 1945)

National Capital Trolley Museum:

Blackpool, England "Boat Tram" 606 (Hurst Nelson 1924)
Toronto PCC 4602 (St. Louis/CCF 1951)
Boston PCC 3334 (Pullman 1948)

Pennsylvania Trolley Museum:

Cincinnati Street Railway 2227 (Cincinnati 1915)
Toledo Rys. parlor car "Toledo" (home built 1906)

Centerville, Albion & Southern Ry. box motor 100 (American 1914)
PTM had, a couple of months earlier, purchased Pittsburgh Railways streetcar 4145 (Pressed Steel 1914).

Northern Ohio Railway Museum:

Aurora, Elgin & Fox River Electric/Shaker Heights Rapid Transit lightweight interurban 303 (St. Louis 1924)
Cleveland/Shaker Heights Peter Witt 1225 (Kuhlman 1913)
Cleveland Transit System Airporter car 172
Northern Ohio Traction & Light Co. (later Shaker Heights and GCRTA) box motor OX (Kuhlman 1924)
Norfolk & Western caboose 508021 (1914)

Seashore Trolley Museum:

Cleveland Railways Peter Witt trailer 2365 (home-built 1917)
Cleveland Transit System "Bluebird" rapid transit car 113 (St. Louis 1954)

Connecticut Trolley Museum:

Chicago, Aurora & Elgin wood interurban 303 (Niles 1906)
Centerville, Albion & Southern Ry. line car 1 (home built 1896)
Centerville, Albion & Southern Ry. box motor 101 (American 1915)
New York, Ontario & Western caboose 8146 (1875)

Electric City Trolley Museum:

Chicago, Aurora & Elgin steel interurban 458 (St. Louis, 1945)
Twin City/Shaker Heights PCC car 63 (St. Louis 1947)
Shaker Heights PCC cars 71 and 76 (Pullman 1947)

Fort Smith (Ark.) Trolley Museum:

Veracruz, Mexico single truck open car 9 (Brill 1908)

New York Museum of Transportation:

unpowered line car

The purchases return several cars closer to home. In the case of Aurora, Elgin & Fox River Electric 304, the car is returning to its home rails, still in the service of Fox River Trolley Museum. Fox River and Illinois Railway Museum are bringing six of the "Roarin' Elgin" cars back to Illinois. Northern Ohio Railway Museum is keeping three Cleveland area cars nearby. Seashore Trolley Museum, which has restored big Cleveland center entrance streetcar #1227, will be able to reunite it with matched trailer #2365.

In addition to the rolling stock, there were numerous parts. The lots were largely assembled at random. The move from Trolleyville to the Cleveland warehouse happened on very

short notice, so the parts were quickly loaded into truck trailers with no time to organize them. The same applied to the auction—the trailers were unloaded and the lots grouped without further sorting. This posed a problem, because several cars in the collection were partially disassembled but their components were scattered. Wall's solution was to require additional money from each museum to participate in a parts "shopping spree". Wall will serve as referee, with the goal of reuniting the right parts with the right car.

OERM/IRM TROLLEY COACH AGREEMENT

Reprinted with permission from the Orange Empire Gazette

The Orange Empire Railway Museum and the Illinois Railway Museum have announced an historic cooperative agreement. The deal will provide for the restoration of a significant piece of Los Angeles transit history and help to build IRM's national collection of trolley coaches.

In exchange for the donation of four trolley coaches in OERM's collection, IRM will restore to operating condition the only surviving Los Angeles trolley coach, Los Angeles Transit Lines 8002, built by ACF-Brill in 1946. LA operated a small network of two trolley coach lines from 1947 to 1963. All but one of the LA trolley coach fleet was sold to Mexico City in 1968, and only coach 8002 stayed in the LA area. The coach was used by aerospace manufacturer Garrett-AiResearch as a mobile test lab and was significantly modified as a result. The partially stripped coach came to OEM in 1972 and has been in storage ever since. Between 1969 and 1981 OERM also acquired five operating trolley coaches from San Francisco and Seattle as those systems phased out older equipment.

IRM owns the country's largest and most comprehensive collection of trolley coaches, and also operates them regularly over a half-mile line. The IRM Trolley Coach Department will undertake the restoration of Coach 8002 over a five-year period. The 8002 will soon leave for Illinois along with Seattle Fageol-Twin Coach 633 and San Francisco Fageol-Twin Coach 614. Upon completion of the 8002 restoration, San Francisco Marmon-Harrington 536 and Seattle Pullman 656 will then move to Illinois. OERM is supplying parts for 8002 and the two museums are sharing spare parts for the San Francisco and Seattle coaches.

The deal will permit ORM to focus resources on its collection of streetcars and interurbans from the Los Angeles

area while still providing for the restoration of LATL 8002. In exchange, IRM will add four significant pieces to its growing national collection of trolley coaches as well as share its trolley coach restoration and operation expertise with a fellow museum.

NRHS TODAY

By Aaron Isaacs

After I started editing RMQ, it seemed like a good idea to join the National Railway Historical Society to learn about its rail preservation activities. There was an ad in *Trains* magazine, so I sent in my dues. Periodically an NRHS Bulletin would arrive, and a welcome surprise was the annual Yearbook that recapped each chapter's activities. The railfan magazines would cover the annual convention excursion extravaganzas, but I never attended one. Even with these windows into the organization, it seemed somewhat mysterious to me, a parallel universe of preservation that occasionally intersected with ARM (some of its chapters are ARM members), but usually didn't.

So when they announced that the 2009 annual convention would take place in Duluth, Minnesota, it was too close to resist. I emailed NRHS President Greg Molloy and requested an interview.

In preparation, I went through the most recent Yearbook. It contains an annual report to the membership, followed by profiles of all 170+ chapters. First, a couple of basic stats. There are 15,000 members. Of these, 12,000 belong to the chapters and 3000 are national members with no chapter affiliation. The annual budget of the national organization is about \$500,000. This does not include the chapter budgets which together dwarf the national.

There is tremendous variety among the chapters. Some are simple hobby clubs that meet periodically to show slides and movies. At the other end of the spectrum, some run full-fledged museums and excursion railroads. There is every gradation in between. It takes a real effort to get one's arms around the chapter's activities.

There are chapters in 43 states, two Canadian provinces, plus the UK and Japan. About a quarter run museums that are open to the public. Examples include the Southeastern Railway Museum, Connecticut Eastern Railway Museum and Rochester & Genesee Valley Railroad Museum. Almost half own rolling stock. An equal number say they run excursions, but that is suspect, given how much harder and more



An example of NRHS preservation--The Chatham Railroad Museum stands next to the ex-Alton, ex-Gulf, Mobile & Ohio Chicago-St. Louis line, gradually being converted to high speed passenger rail. Interurbans of the Illinois Terminal ran down the street behind it. Owned by the town of Chatham, IL, it is operated by the Chicago & Illinois Midland Chapter, NRHS. The interior display space is shared by the chapter and the Illinois Traction Society.



2009 NRHS RAILWAY HERITAGE GRANTS

- Alexander Chapter NRHS, Hickory, NC Awarded \$4,500 for purchase of the necessary materials (wood, steel, and fittings) to restore a newly acquired narrow gauge boxcar that belonged to East Tennessee & Western North Carolina Railroad to ensure that the car is both restored accurately and preserved for future generations.
- Colfax Railroad Museum, Colfax, WI Awarded \$2,900 for the acquisition, fabrication, and installation of replacement truck bolsters, drawbars, brake rigging and roofing on an 1885 Omaha Route mail car #301. Additional volunteer labor will complete the installation of replacement doors, windows, and siding and the painting of the car.
- Friends of the Valley Railroad, Centerbrook, CT Awarded \$3,850 for the acquisition of and/or fabrication of interior cab components for a 1941 heavy 0-6-0T Porter steam locomotive which serve as a static, educational display at the Essex Steam Train.
- Lackawanna & Wyoming Valley Chapter NRHS, Scranton, PA Awarded \$4,500 for the purchase of the last order of rivets, and their installation, to complete the boiler and firebox repairs of Boston & Maine locomotive 3713, a joint venture of the chapter and the National Park Service's Steamtown Historic Site.
- New England Electric Railway Historical Society, Kennebunkport, ME Awarded \$4,500 for restoration purposes and education purposes related to the Seashore Trolley Museum's 1906 Atlantic Shore Line Railway wooden electric locomotive No. 100.
- Northwestern Pacific Railroad Historical Society, Santa Rosa, CA Awarded \$4,500 for transportation of Central Pacific Railroad coach 29/Northwestern Pacific Railroad coach 123, built by Watson in 1861, to Petaluma, CA for restoration as an historically correct working railroad coach. Surplus funds will be allocated to purchase and overhaul two appropriate wood-beam standard gauge passenger trucks for this coach.
- The Northwest Railway Museum, Snoqualmie, WA Awarded \$4,500 for the preparation of an historic first generation diesel-electric locomotive for permanent exhibit, including elements of rehabilitation and restoration, and production of an exhibit sign.
- Friends of the Tehachapi Depot, Tehachapi, CA Awarded \$4,500 for the restoration and refurbishment of the historic railroad signals, structural artifacts representing a portion of the Bill Stokoe Collection. The signals were purchased by the City of Tehachapi, from the family of former UPRR Signal Supervisor Bill Stokoe.
- Truckee Donner Railroad Society, Truckee, CA Awarded \$4,250 for the weatherization and stabilization of the paint on a recently received Pullman to weatherproof the roof and remove rust on its sides so that the car can undergo restoration.
- Watauga Valley Chapter NRHS, Johnson City, TN Awarded \$2,000 for the restoration of the interior of the former Southern Railway *Crescent Harbor* lounge/sleeper, including removal of interior debris, preparation for painting, and painting of the car's interior.

Grants have been awarded for the following projects:

- 36 Locomotive preservation, steam and diesel
- 35 Passenger car preservation
- 24 Archival document and photograph preservation
- 21 Depot and Tower preservation
- 16 Electric traction, streetcar, preservation
- 11 Caboose preservation
- 6 Freight car preservation
- 5 Track work
- 4 Maintenance of way structures and equipment
- 4 Railway museum development
- 3 Railway signals preservation
- 3 Video and film projects
- 3 Turntable & bridge preservation
- 2 Book publication projects
- 2 Railbus preservation
- 1 Railway crane preservation

Total amount of grants awarded, \$429,880
 Number of grants awarded in 18 years, 176
 NRHS chapters receiving grants, 79
 Other organizations receiving grants, 97

expensive it has become in recent years. A third describe themselves as affiliated with a museum that they don't directly run. Forty percent keep a library. Twelve are ARM members.

Molloy describes the NRHS as "the people's preservation organization". NRHS essentially franchises its brand to the chapters, some of which were pre-existing and decided to become chapters. Others organized with the intent of becoming chapters. The NRHS philosophy is the opposite of centralized control. Within generous limits, chapters can choose their activities and run their own finances. Chapters come and go. Six lost their charters this year alone. They even divide, which explains duplicates in the same city.

Founded in 1935, NRHS membership never exceeded 2000 until about 1960. Starting in the 1960s membership took off, growing to a peak of 21,000 in 1994. Molloy attributes this to the heyday of railroad-sponsored steam fan trips following dieselization, especially the Norfolk Southern steam program. Numerous chapters were formed to sponsor excursions.

As rising insurance costs and mainline congestion have choked off the excursion business, membership has dropped to over 15,000, although the number of chapters has remained high. Further decline appears probable, if only due to aging. The conventioners in Duluth were a graying lot. It was hard to find anyone under 50. Molloy worries about financial viability at the 10,000 level or below.

The NRHS national office provides a series of services and programs, with the goal of doing what the chapters cannot. The Bulletin magazine features articles on rail history and book reviews. A periodic newsletter handles current events. It was formerly stuffed into the Bulletin, but is now mailed separately on its own schedule. There is a library that emphasizes photos and film preservation. NRHS sponsors RailCamp, designed to educate and involve high school students. Based at Steamtown, it was expanded to a second program at the Nevada Northern. A recent addition is Adult Railcamp, in its third year at Nevada Northern. (Note: As RMQ went to press, NRHS announced that Nevada Northern had withdrawn from the 2010 RailCamp program. NRHS is seeking other venues.)

The NRHS Railway Heritage Grant program is open to all preservation organizations, not just NRHS chapters. Since it was started in 1991, the grant program has disbursed over \$400,000 to 79 chapters and 97 other organizations. It is funded by donations and bequests.

NRHS CHAPTERS

State	Location	NRHS Chapter	Operates Museum	Owns rolling stock	Recent activities/Comments
AL	Birmingham	Heart of Dixie	Heart of Dixie Railroad Museum	X	
AL	Dothan	Wiregrass Heritage			
AL	Huntsville	North Alabama	North Alabama Railroad Museum	X	ARM member
AL	Mobile	Alabama Gulf		X	
AR	Central Arkansas	Little Rock			charter withdrawn 2009
AR	Fayetteville	Arkansas-Boston Mountains			
AR	Pine Bluff	Cotton Belt	Arkansas Railroad Museum	X	
AZ	Phoenix	Arizona	Arizona Railway Museum	X	ARM member
AZ	Sierra Vista	Cochise			discontinued operations 2008
AZ	Tucson	Old Pueblo			affiliated with Old Pueblo Trolley
AZ	Williams	Grand Canyon			
BC	Vancouver	British Columbia		X	
CA	Bay Area	Central Coast			
CA	Fresno	Central Sierra		X	Going out of business
CO	Colorado Springs	Colorado Midland			
CO	Denver	Intermountain		X	Affiliated with Forney Museum
CO	Glenwood Springs	Western Colorado	Glenwood Railroad Museum	X	
CO	Grand Junction	Rio Grande		X	Affiliated with Museum of Western Colorado, restoring Unintah rolling stock
CT	New Haven	Connecticut Valley			
CT	Stamford	Western Connecticut	SoNO Switch Tower Museum		
CT	Windham	Connecticut Eastern	Connecticut Eastern Railroad Museum	X	Four roundhouse tracks completed
DC	Washington	Washington, DC		X	
DE	Wilmington	Wilmington			
FL	Cocoa/Rockledge	Florida East Coast			
FL	Fort Lauderdale	Fort Lauderdale			
FL	Fort Myers	Southwest Florida			
FL	Jacksonville	North Florida		X	
FL	Miami	Miami			
FL	Orlando	Central Florida	Central Florida Railroad Museum	X	
FL	Palm Beach	Palm Beaches			
FL	Sarasota	Suncoast			
FL	Tallahassee	Gulf Wind		X	Lloyd, FL station restoration
FL	Tampa	Tampa Bay			
GA	Atlanta	Atlanta	Southeastern Railway Museum	X	
GA	Augusta	Augusta			
GA	Gainesville	North Georgia		X	Going out of business
GA	Tate	Marble Valley			
HI	Oahu	Hawaii	Hawaiian Railway Museum	X	
IA	Iowa				
IL	Central Illinois	Chicago & Illinois Midland	Chatham Railroad Museum		
IL	Chicago	Chicago			
IL	Chicago suburbs	Blackhawk			
IL	Danville	Danville Junction	Rossville (IL) Depot Museum		
IL	Northern Illinois	North Western Illinois			
IL	Quad Cities	Overland			
IN	Indianapolis	Indianapolis			
IN	Marion	Hoosierland			
IN	Seymour	Southern Indiana			
IN	South Bend	Robert R. Young			New chapter 2008
KS	Topeka	Topeka			
KS	Wichita	Wichita	Great Plains Transportation Museum	X	ARM member
KY	Central Kentucky	Kentucky Central	Paris depot restoration	X	
KY	Louisville	Louisville			
KY	Madisonville	Western Kentucky			
KY	Owensboro	Owensboro			
KY	Southwest Kentucky	Paducah	Paducah Railroad Museum	X	ARM member
LA	Baton Rouge	Southeast Louisiana			
LA	New Orleans	New Orleans		X	
MA	Boston	Boston	\$1000 to Seashore to move LRV		
MA	Cape Cod	Cape Cod	West Barnstable Station		
MD	Baltimore	Baltimore			
MD	Cumberland	Western Maryland			
MD	Gaithersburg	Potomac		X	

State	Location	NRHS Chapter	Operates Museum	Owens rolling stock	Recent activities/Comments
MD	Hagerstown	Hagerstown	Hagerstown Roundhouse Museum	X	ARM member
MD	Perryville	Perryville	Perryville Railroad Museum		
MI	Detroit	Bluewater Michigan		X	restoring Southern coach #829
MI	Grand Rapids	West Michigan		X	
MN	Minneapolis	Northstar			
MO	Kansas City	Kansas City			
MO	Springfield	Ozarks			
MO	St. Louis	St. Louis		X	Affiliated with Museum of Transportation
MS	Hattiesburg	Mississippi Great Southern			
MS	Meridian	Queen & Crescent	Meridian Railroad Museum	X	
MS	Vicksburg	Yazoo & Mississippi Valley			
MT	Montana	Western Montana			
NC	Asheville	Asheville		X	
NC	Bostic/Selby	Carolina Clinchfield		X	
NC	Charlotte	Piedmont Carolinas		X	donated sleeper to NCTM
NC	Fayetteville	Cape Fear Railroaders			
NC	Greensboro	Greensboro			
NC	Hickory	Alexander		X	restoring Lawndale boxcar
NC	NW North Carolina	Yadkin Valley			
NC	Raleigh/Durham	East Carolina	New Hope Valley Railway.	X	ARM member
NC	Raleigh/Durham	Old North State			
NC	Salisbury	Samuel Spencer		X	
NC	Winston-Salem	Winston-Salem			
ND	Fargo	Red River Valley			
NE	Fremont/Omaha	Eastern Nebraska	Nebraska Railroad Museum	X	
NE	Grand Island	Great Plains		X	
NE	Lincoln	Cornhusker			Charter withdrawn 2009
NH	Lebanon	White River Junction			Supporting restoration of B&M 4-4-0 #494
NJ	Dover/Madison	Tri-State		X	Affiliated with Whippany Railroad Museum, restoring equipment
NJ	Newark	North Jersey		X	Restoring Public Service streetcar #2651
NJ	Northern New Jersey	Bergen-Rockland			
NJ	Roselle	Jersey Central		X	Affiliated with United Railway Historical Society, GG1 4877 restoration underway
NJ	Southern New Jersey	West Jersey			
NV	Las Vegas	Southern Nevada		X	affiliated with Nevada State RR Museum, Charter withdrawn 2009
NY	Albany	Mohawk & Hudson			Alco Historic Photos
NY	Binghamton	Susquehanna Valley			
NY	Buffalo	Niagara Frontier	RR Museum of the Niagara Frontier	X	
NY	Eastern Long Island	Twin Forks		X	Affiliated with Railroad Museum of Long Island, Restoring LIRR caboose #C-60.
NY	Hudson Valley	Ulster & Delaware		X	
NY	Ithaca	Cornell			
NY	Little Falls	Gulf Curve			
NY	Long Island	Long Island-Sunset Trail			
NY	Middletown	Ontario & Western	Roscoe O&W Railway Museum		Charter withdrawn 2008
NY	New York City	New York			
NY	Rochester	Rochester & Genessee Valley Railroad	Genessee Valley Railroad Museum	X	
NY	Syracuse	Central New York	Central Square Station Museum, Martisco Railroad Station		
NY	Upper Catskills	Leatherstocking	Cooperstown & Charlotte Valley Railroad	X	
NY	Utica	Utica & Mohawk Valley		X	
OH	Bradford	Bradford Ohio	Bradford Railroad Museum		Charter withdrawn 2009, BF Tower restoration underway
OH	Cincinnati	Cincinnati			
OH	Conneaut	Conneaut	Conneaut Railroad Museum	X	
OH	NE Ohio	Midwest			
OH	Portsmouth	Scioto Valley			
OK	Enid	Enid	Railway Museum of Oklahoma	X	Charter withdrawn 2009
OK	Oklahoma City	Central Oklahoma	Oklahoma Railway Museum	X	ARM member
OR	Coos Bay	Oregon Coast	Oregon Coast Historical Railway	X	Restoring Coos Bay Lumber 2-8-2 #104

State	Location	NRHS Chapter	Operates Museum	Owens rolling stock	Recent activities/Comments
OR	Medford	Southern Oregon	Medford Railroad Park	X	
OR	Portland	Columbia River			
OR	Portland	Pacific Northwest		X	
OR	Toledo	Yaquina Pacific			
PA	Allentown	Hawk Mountain			
PA	Allentown	Lehigh Valley			
PA	Altoona	Horseshoe Curve		X	car restoration at Altoona Railroaders Memorial Museum
PA	Bucks County	Delaware Valley			
PA	Chambersburg	Cumberland Valley		X	
PA	Conway	Beaver Valley Junction		X	restored B&O UN tower, charter withdrawn 2008
PA	Erie Lake Shore	Lake Shore Railway Museum		X	
PA	Greenville	Shenango-Pymatuning		X	
PA	Harrisburg	Harrisburg	Harris Tower		Restored tower reopened
PA	Lancaster	Lancaster		X	
PA	Lewisburg	Central Pennsylvania	White Deer Station	X	
PA	Philadelphia	Philadelphia			
PA	Pittsburgh	Pittsburgh			
PA	Pocono Mountains	Pocono Mountains	Tobyhanna Station		
PA	Pottstown/Reading	Pottstown & Reading			
PA	Scranton	Lackawanna & Wyoming Valley	Moscow Depot	X	B&M 4-6-2 3713 restoration runs 2-ft gauge line, restoring
PA	St. Marys	Bucktail		X	Pittsburg, Shawmut & Northern caboose #186
QU	Southern Quebec	Quebec Central			
SC	Charleston	Charleston			
SC	Columbia	Central South Carolina	South Carolina Railroad Museum	X	Charter withdrawn 2009
SC	Greenville	Greenville		X	
TN	Chattanooga	Tennessee Valley	Tennessee Valley Railroad Museum	X	ARM member
TN	Johnson City	Watauga Valley		X	Operates passenger cars
TN	Kingsport	East Tennessee			
TN	Knoxville	Old Smoky		X	
TN	Memphis	Memphis			
TN	Nashville	Nashville	Tennessee Central Ry Museum	X	ARM member
TX	Bryan	Texas Eagle			
TX	Dallas	North Texas			
TX	Flatonia	Dalsa/Sunset			
TX	Houston	Gulf Coast	Houston Railroad Museum	X	ARM member
TX	New Braunfels	Bluebonnet	New Braunfels Railroad Museum	X	
TX	San Antonio	Longhorn	Texas Transportation Museum	X	Going out of business
TX	Waco/Temple	Central Texas	Temple RR& Heritage Museum	X	
UK	United Kingdom				
UT	Salt Lake City	Promontory		X	restoring C&O Moonlight Dome
VA	Charlottesville	Rivanna		X	restoring caboose
VA	Delmarva	Delmarva		X	Affiliated with Eastern Shore Railroad Museum (Parksley, VA)
VA	Harrisonburg	Shenandoah Valley			
VA	Lynchburg	Blue Ridge			
VA	Norfolk	Tidewater		X	
VA	Northern Virginia	Rappahannock			Restoring some rolling stock
VA	Richmond	Old Dominion	Old Dominion Railway Museum	X	ARM member
VA	Roanoke	Roanoke		X	
VA	SW Virginia	Pocahontas			
VA	Winchester	Winchester			
VT	Northern Vermont	Champlain Valley			
WA	Battle Ground	Columbia River			
WA	Spokane	Inland Empire		X	Equipment display at Spokane County Fair Grounds
WA	Tacoma	Tacoma	Camp 6 Museum	X	
WI	Green Bay	Northwoods			Charter withdrawn 2009
WI	Milwaukee	Wisconsin			
WV	Fayette County	White Oak		X	
WV	Huntington	Collis P. Huntington	CP Huntington Railroad Museum	X	ARM member
Japan	Tokyo area	Japan			new chapter 2009

Some time ago the national organization took over administration of Alco Historic Photos. The photos from the files of the American Locomotive Company are housed at a library in Alco's Schenectady hometown. Although available to the public, their ownership is divided among NRHS, the City and (of all people) the Haliburton Corporation, which owns Alco's corporate successor.

One initiative of the national office has arisen only recently, due to government and corporate restrictions on railfan photography which violate the Constitution. NRHS director Walter Zullig is the retired General Counsel for Metro North Commuter Railroad. He has taken on the fight against unconstitutional photo restrictions and assists railfans persecuted under them.

Although it has endured for over 70 years, the NRHS corporate structure is not a model of flexibility. Each chapter gets a seat on the Board of Directors, and the board meetings actually draw 50-60 attendees. "It's not a board, it's a parliament", comments Molloy. A study is underway to streamline the governance structure, but change is not assured.

Rapid change of another sort did come in an unexpected way. The national office, staffed by a single employee, had been housed in the same downtown Philadelphia building since 1935. In recent years it was surrounded by new office towers and commercial development. Because the neighborhood was improving, the owners decided to convert the building to higher income uses. Existing tenants had to leave on a few months' notice before it closed for rebuilding.

According to Molloy, they used this crisis to adopt a whole new administrative model. Office management was turned over to an association management firm that happened to be located only three blocks away. Responsibility for the print library was turned over to National Library Relocations in Three Rivers, MA, which houses it in a climate controlled facility. The film collection is at a film vault in New Jersey.

Although the total cost is somewhat more than the old system, the move solved several chronic problems. The former single employee had no backup, and was expected to master all aspects of office management as well as curatorial duties, all for a non-competitive salary. Now fully trained specialists handle all the jobs, and there is always someone available. Furthermore, the facilities and computer hardware and software are always state of the art. Avoiding the cost of upgrades alone makes good financial sense.

Rail preservation and the NRHS

So where does NRHS fit in the railway preservation world? The grant program has been a modest, but reliable, boon to preservationists since 1991. With the announcement of this year's \$40,000 disbursement, the cumulative payout has totaled over \$425,000.

When it comes to the chapters, collectively they comprise a significant share of the continent's rail preservation. By my count, 45 of the 170 chapters operate a museum. This includes such substantial operations as the Southeastern Railway Museum, as well as others much smaller. A dozen chapter-run museums are ARM members.

Others stop short of calling what they do a museum, yet they maintain and operate historic rolling stock. The Bluewater Michigan Chapter is known for its fleet of lightweight coaches that run on excursions, most recently during the major steam event at the Steam Institute at Owosso. The Washington, DC Chapter's heavyweight Pullman sleeper regularly travels the Northeast Corridor at 100 mph. The Lackawanna & Wyoming Valley Chapter is behind the long-term restoration of Boston & Maine 4-6-2 #2713 at Steamtown.

It is not uncommon for chapters to function as "friends" organizations for other railway museums. The Rio Grande Chapter is restoring Uintah narrow gauge cars owned by the Museum of Western Colorado. The Baltimore Chapter maintains a joint library with the Baltimore Streetcar Museum. The St. Louis Chapter runs the streetcars at the Museum of Transportation.

The three-page table lists all the chapters, including some that have recently gone out of business, along with their preservation activities. The latest NRHS News offers a sample of specific recent restoration activities. The North Carolina Museum of Transportation recently refurbished North Carolina Ports Authority center-cab switcher #L3 with an NRHS grant and volunteer help from the Piedmont Carolinas and Carolina Clinchfield Chapters. The Atlanta Chapter's Southeastern Railway Museum has added the 1871 Georgia Rail Road Duluth depot to its collection, moving it to the museum site. The Alexander Chapter is midway through restoring a wood narrow gauge boxcar from the Lawndale Railway. The Twin Forks Chapter has restored Long Island caboose #60, then arranged for it to be the first railroad caboose ever to travel through the New York subway system(!).

SOLAR POWER AT PTM

By Denny Bockus

Thanks to a \$250,000 state grant, the Pennsylvania Trolley Museum will soon install solar power on the large roof of its Trolley Display Building. The latest Trolley Fare newsletter describes how it will work. Reprinted with permission.

A good solar installation needs plenty of sun (no shade by trees, buildings or other structures), a large area facing the sun, and a reasonable angle or slope. Vertical is not good but flat is OK. A slope is the best as this causes rain water to wash over the panels. The last item needed is a power connection to move the power to something useful.

The other key ingredient is net metering. The solar, at the present installed capacity, will not meet the peak loads, and don't forget, a cloudy day reduces the output considerably. The difference has to come through the meter from the utility and it generates cost. However, at times, particularly when PTM is not open, more power is produced than is being consumed. The answer is it goes out to the utility. This is net metering.

Many state Public Utility Commissions wanting to promote a reduction of power usage and an increase in renewable energy, mandate that electric utilities offer net metering.

With net metering, any power shoved out to the utility is metered and credited against any power coming in at 100 percent. There are, however, several points to work through. First, an interconnection agreement must be executed with the utility. In Pennsylvania, this involves about six pages and several drawings must be included. The major concern is that other customers will not be affected, the utility will not be fed back power if they have an outage, and the metering details. PTM passed this scrutiny on the first attempt.

Second, do not plan on solar to significantly reduce demand. It will somewhat, but this must be factored into any savings. Last, one major detail required is a disconnect switch operable by the utility at any time to disconnect the solar. It must be located within ten feet of the meter.

Other hoops to jump through include the National Electric Code and permits. The NEC has a large section on solar with very specific requirements for grounding, ampacity of conductors, and more. The permitting authorities

are concerned that panels installed on a roof do not exceed the capacity of the structure. PTM has met all of these requirements.

GRIT BLASTING

By Dennis Stephens, Minnesota
Streetcar Museum

*Reprinted with permission from the
MSM Currents.*

Most of us have at some time struggled to remove rust or scale from steel and cast iron with an assortment of tools: needle scalers, wire wheels, scratch brushes, dental tools, sanders, grinders, Scotch-Brite wheels, etc. The resultant airborne dust settles on car barn walls or fresh paint and poses a health hazard. Care in surface preparation is reflected in final appearance and paint adhesion. In some cases, corroded parts must be replicated but their geometry and dimensions are obscured. But traditional tools fare poorly with complex geometry, corners, holes or pits and may actually injure important features.

One part of the solution is to grit blast small and moderate sized parts in an enclosed cabinet, known as a glove box. Minnesota Streetcar Museum chose a Cyclone Model 3824 with minor cosmetic damage, offered at a deep discount of \$680, but with full features and warranty. It has been installed at our Excelsior shop, where there's more space and a strong air compressor. It will see a lot of use on the Winona streetcar #10 restoration project.

So, how does it work? The hardware, limited in size by the gasketed 16" x 19" door, is loaded into the lighted cabinet. Our unit can accommodate articles up to the size of a trolley base or truck coil spring. A compressed air source is controlled by a foot-actuated valve. The worker reaches through arm holes fitted with rubber gloves to manipulate both the work and the pneumatic gun. Two hoses connect to the gun—one delivers high pressure air, while the other aspirates abrasive media through a siphon tube extending down into the hopper. A dedicated vacuum system extracts dust (scale, paint and spent media).

Quartz sand is cheap, but never used indoors, as a lung disease known as silicosis can result. Steel shot is unsuited, but common non-metallic media range from walnut shells to glass beads to crushed slag (Black Beauty). For our purposes, 80 mesh aluminum oxide provides the best combination of sharpness, durability and economy. Alumina is the second hardest natural substance and chemically the same as

ruby or sapphire. Aggressiveness is controlled largely by air delivery—typically 14 cfm at 80-100 psi. Finer finishes on brass or bronze may call for glass beads and reduced pressures. Exchange of media is simple and straightforward.

Grit blasting is both an art and a science. It is not a substitute for degreasing; fouled media become ineffective and contaminate later work. The peening action of the abrasive can warp thin articles or erode important features. Rubber stoppers and rubberized tape can be used to mask holes and delicate areas.

Experience has shown that access should be limited to those checked out on operation, maintenance and technique. It's a good idea to practice on a piece of hot rolled angle iron before moving to more important work, as edges, blind cavities and inside corners pose challenges in blast cleaning. The Lexan cabinet window is protected by replaceable Mylar film, but can be damaged if careless. Remember that clean, grit blasted steel will rust quickly, so take appropriate measures to protect the surface.

BABBITTING

*Reprinted with permission from the
Shore Line Trolley Museum Tripper.*

Part of rebuilding the traction motors on Atlanta Georgia Power streetcar #948 (Cincinnati 1926) involved re-babbitting the armature bearings. Most bearings made before the 1930s used babbitt technology. Babbitt is a soft metal with a moderate melting point of about 700 degrees Fahrenheit. The metal is similar to electronics or plumbing solder, but melts hotter and has better bearing characteristics. The bearing consists of a bronze shell with a babbitt lining. The babbitt provides excellent lubricity and is designed to wear out first, sparing wear on the steel shaft, which is more difficult to repair.

To re-babbitt a bearing, first the old babbitt is melted out. The bearing shell is thoroughly cleaned so the new babbitt will adhere. A fixture is prepared to hold the bearing shell. In the center of this is a metal rod surrounded by a fiberglass wrap. This rod will determine the inner diameter of the lining, and this diameter is made somewhat smaller than the desired finish dimension. At the bottom of the fixture, high-temperature putty is used to seal up any openings through which the molten metal may escape during pouring. Openings in the side of the bearing shell (for lubrication windows) are covered with a metal sleeve.

The bearing shell and fixture are

now heated to about 900 degrees. A tinning compound is applied to the inner surface, which helps the babbitt flow and adhere to the bronze. Babbitt metal, in the form of bars, chunks, and smaller recycled chips (as long as they are cleaned), is placed in a melting pot. When the babbitt turns into a liquid pool, the lighter impurities, called the "dross", rise to the top and skimmed away.

Finally, a ladle immersed in the liquid babbitt is withdrawn (with heavily gloved hands) and quickly poured into the cavity between the bearing shell and the inner rod. It is important to pour the entire bearing in one operation so that the babbitt solidifies as one uniform mass. Once the bearing has cooled slowly and entirely, it is removed from the fixture.

The job isn't done yet! The inner diameter of the bearing must now be machined down on a lathe to be just a few thousandths of an inch larger than the diameter of the shaft that it is to support. This clearance provides a space for an oil film which gives the bearing its low friction. But too much clearance is no good either, so the lathe operation must be performed with high precision.

ASL #100 COMPLETE

For those readers who have followed our series on the restoration of Atlantic Shore Line electric locomotive #100, it may come as a surprise to know that the project is finished. In Donald Curry's detailed curatorial reports that we've been reproducing, the car is only in the early stages of reassembly. When I asked Don's permission to run his reports, I underestimated how thorough he would be. As a result, there are two years' worth of reports that readers have yet to see and that presents an editorial dilemma. Is it too much of a good thing, given the other preservation topics competing for space?

With some reservations, I think it's time to move on. However, all of Don's ASL 100 reports, through the end of the project, are available online at www.neerhs.org/ASL100/main.php?page=news. You can also find a link to the reports in the RMQ section of ARM's website at www.railwaymuseum.org.

To close out our ASL 100 series, what follows is Phil Morse's excellent summary of the project, reprinted from the Seashore Dispatch. It also covers the educational activities that were an integral part of the project.

ASL 100 On the Rails Once Again

By Phil Morse, Project Manager

In late 1999 and early 2000, a small group of individuals at the Museum started talking about submitting a Federal TEA-21 (Transportation Enhancement Act for the 21st Century) application for funding a restoration project at Seashore.

Through research we found that the funding came through the state department of transportation and that it would need to be a vehicle from Maine and have historical significance. After much discussion, it was decided that the unassuming electric locomotive from the local community would be our best first candidate. ASL-100 is one of the Museum's ten Maine vehicles that are listed in the National Historic Register. The group felt two important factors for this first application would be that it was relatively simple in its overall scope of restoration and that the support to raise the local match funds be broad-based.

100 as a work vehicle, with a small wooden cab and a wooden deck would be an easier restoration than say a metal passenger vehicle with an elaborate

interior. 100 operated in the local area, so it was thought that local communities might be supportive of fundraising activities. It was also thought that because 100 did operate on occasion from 1906 through 1927 on what is now the Museum's main line and was a workhorse for a variety of Museum tasks for many, many years starting in 1949, that the Museum membership would also financially support the project. Later it was learned that 100 was one of only two locomotives of its style throughout North America to have survived. It was thought that this fact might bring financial support from other railway organizations.

The restoration of the locomotive was but one portion of the project budget. When we first started brainstorming ideas for a TEA-21 application, we felt if we were able to include additional components of exhibits and education to the application, there was an opportunity to achieve more for the Museum than just a successful restoration of an historic wooden electric locomotive. We found we were able to add those components.

The education component included creating curricula for elementary

students and teachers. The exhibit component included collaborative exhibits at other area historical societies and museums. These two components combined with the locomotive restoration and a three-year time frame for completion, made for a very dynamic and ambitious project for Seashore.

As we considered the goals of having dynamic and ambitious outcomes for these various aspects of the project, we concluded that we should budget for professional assistance in researching, preparing, creating, and implementing the exhibit and education portions of the project.

Our initial thoughts on the exhibit portion of the project included a major exhibit in Seashore's Visitors' Center main exhibit room with possibly satellite exhibits at Kennebunkport Historical Society and at Brick Store Museum in Kennebunk. Seashore's exhibit would tell the bigger story of the impact electric railway transportation had on everyday people living during the early twentieth century with the other two organizations telling a more local-based story of the Atlantic Shore Line's social and economic impact on



Seashore Trolley Museum's Atlantic Shore Line locomotive #100 on display following the completion of its TEA21-funded restoration. Jim Schantz photo.

the area.

We felt very comfortable inviting Brick Store Museum and Kennebunkport Historical Society to join us in the collaboration aspect of the exhibit portion of the project. Both organizations were on board as we submitted our first TEA-21 application in 2000 and their respective Boards continued their support of the project throughout the ensuing years.

We also felt that the extent and depth of the education component would become more clear as we engaged a museum/education professional to research materials for the exhibit and education components.

I am not going to go into all the details over those ensuing years associated with working with all the individuals, including local town officials, state legislators, department of transportation officials, and local history and museum organizations that worked with us through two unsuccessful applications (2000 & 2002) and ultimately the 2005 approval of the application from 2004. They all played an important role in the process and we are grateful to them all.

Ultimately, the approved budget was \$165,580. That would mean we would need to raise at least \$33,116 for the local match. 100 had only \$55 in its restricted fund at the end of December 1999.

As we had hoped, over the years funds were raised from a variety of sources, including a large number of generous Museum members. Many local individuals made contributions, including Ms. Lyman's 6th graders of 2006 from Mildred L. Day School in Arundel. Significant donations came from local organizations like Kennebunk Savings Bank, Kennebunkport Business Association, and Ocean National Bank. Significant donations came from railway organizations like Amherst Railway Society and The 470 Railroad Club. The largest single contribution came from the H. Albert Webb Memorial Railroad Preservation Award, made available through the Massachusetts Bay Railroad Enthusiasts, Inc. To date, donations for the project have come from as far away as Hawaii and Great Britain and from nearly twenty different states and have exceeded \$38,000.

Museum volunteers have been working hard to restore the icon to operating status and assist in the exhibit and education components. Just since October 2006, more than 3,000 volunteer hours have been contributed to the project.

From the time 100 left the car barn on September 17, 2005, in route to the Town House Restoration Shop, we have

captured video of various aspects of the restoration process and posted them on YouTube.com and have had them available for viewing through the ASL-100 project news page on the Museum's website (Thank You Webmaster Matt Cosgro!). There are more than 250 video clips combining for more than eleven hours. The URL to the project news page is www.neerhs.org/ASL100/main.php?page=news.

Shop foreman Donald Curry, has reported all steps and phases of the restoration through his written reports. These reports and accompanying photos are also available at the project news page. Starting with the summer 2007 issue of Railway Museum Quarterly, these written reports have been edited and published in their entirety.

With the completion of the restoration, the Museum will have another important piece of railway history suitable for public exhibit and for occasional operation. Two equally important segments of this project that will provide consistent opportunities for the public to learn about past railway history and how it relates to contemporary issues are the exhibit and education components.

In the fall of 2007, I met with Brick Store Museum Director Tracy Baetz to discuss plans for appropriate next steps for our collaboration on this project. One suggestion was to hire an intern to conduct research. To that end, in early spring of 2008, I solicited resumes from college students and museum professionals that had an interest in conducting research and in creating a finding aid (inventory) of electric railway related ephemera, photos, artifacts, etc. that are held by Maine organizations. That inventory would become an important resource as plans for exhibits and education programs were formed.

That process, and having discussions with Museum volunteer Steve MacIsaac (now a Seashore Board of Trustee member), led me to contact Kim MacIsaac, Director, 5th Maine Regiment Museum on Peaks Island, Maine. Through Kim's referral, Patricia Erikson contacted me to discuss the research project. Patricia had returned to her home state of Maine and was a Visiting Assistant Professor in the Department of American and New England Studies at the University of Southern Maine in Portland. Patricia had been in Washington State, where she had been Curator and Head of Education for Washington State History Museum in Tacoma, WA. She was contracted to conduct the research and produce the inventory of her findings. Upon successfully completing that task,

she submitted a proposal that was accepted and approved by MDOT to create, research, develop, and implement both the exhibit at the Museum and the initial education components detailed in the TEA-21 budget. Having worked with Patricia for more than a year now, I can't tell you how fortunate we are to have her working with us. You will see the results of her work, but will have missed the opportunity to actually work with her. As a professional, she has been everything we had hoped for when we first included funds in the budget to contract a museum professional to create the exhibit and education components of the project.

The exhibit room at the Museum has had a makeover in preparation for the installation of the exhibit titled "History in Motion: Public Transportation Connecting Maine Communities". There is a fresh color scheme and most notably, track lighting. With 34 lighting heads spread along nearly ninety feet of track and with the ability to adjust the lighting areas in each theme-area with dimmers, the visitor experience will be enhanced exponentially. The exhibit will feature nearly one hundred linear feet of 3-foot wide, photographic foam-core and laminate panels that literally encircle the room. The exhibit invites you to journey into the history of how trolleys changed the lives of people in Maine and to learn what past forms of transportation can teach us about possible futures that we face today. As I have been one of the individuals involved in the final editing of the images and supporting text of these panels, I can assure you that you will be pleased with the content and presentation of the product, and that you will be proud to bring visitors to experience the exhibit at your Museum.

The track lighting in the exhibit room was an expense that was not part of the TEA-21 budget. That \$8,000 expense was initially funded from restricted Museum funds that support exhibits and their maintenance. We really need to raise the money necessary to completely refresh those funds.

The education component of the TEA-21 budget is really to utilize the funds to initiate a true education program for the Museum to build on and sustain over many years. We used TEA-21 funds to contract a museum professional with experience in education curricular development to create and to implement the new programs. Here too is where Patricia has experience. She curated the WashingtonHistoryOnline.org curriculum project and taught related

teacher institutes, curated living history gallery-based curriculum, and oversaw management of programs for more than 20,000 school children annually.

Through the work of Patricia, the Museum developed a partnership with the Maine Department of Education and the Boston Museum of Science's Engineering Is Elementary Program of the National Center for Technological Literacy. In late May, Seashore hosted its first teacher professional development workshop in collaboration with the Boston Museum of Science. It addressed the need for designing curricular materials that integrate science and social studies and assist teachers in meeting the best national practices in instructional design. Over the next few months, we will start to produce classroom lesson plans in cooperation with the Maine Department of Education and the Museum of Science in Boston. Then we will integrate State and Federal standards-based curricular into activities and materials for use in elementary school classrooms. These lesson plans will focus on the content areas of Social Studies, Science and Technology. To a large degree, that is where the TEA-21 funding for the education component comes to an end.

The next steps are to make the lessons available on-line through Seashore's web site and introduce those lessons to educators through a series of teacher workshops. We are seeking funding to continue the great work started in the area of classroom education. I am asking you to consider a donation to help make this phase of the development of sustainable education programs at Seashore become a reality.

Once these lesson plans are created and made available online through Seashore's website and have teachers supported through teacher workshops, you will begin to see Seashore Trolley Museum be utilized as a primary resource for educators not only in Maine but well beyond its borders.

THE MUSEUM REVIEW

Baltimore Streetcar Museum Baltimore, MD

Thanks to \$35,000 raised by the Friends of Philadelphia Trolleys, Philly PCC #2168 has been restored to service. It sports the 1970s SEPTA "Gulf Oil" scheme of orange, blue and white.

Canadian Museum of Rail Travel Cranbrook, BC

Throughout its history, the museum has relied on federal and provincial Job Creation Programs that put unemployed



Resplendent in yellow and orange, Wheeling Traction #639 has emerged from Seashore's shop after many years of restoration. Jim Schantz photo.

people to work. The good economy during 2006-2008 stopped the programs, but a new one started in July. It will employ ten people through May 2010 on a wide variety of landscaping, car painting and repairs and building work.

Edmonton Radial Railway Society Edmonton, AB

The Society has constructed a new museum exhibit area inside its Strathcona Streetcar Barn. The area was formerly used for parts storage.

The body of Saskatoon streetcar #54 (Ottawa 1928) has been added to the collection. It was sold for use as a cabin in 1951. It joins car #62 of the same class. Having two identical carbodies will facilitate a single restoration.

Electric City Trolley Museum Scranton, PA

Over the past couple of years, the museum has been returning Red Arrow lightweight interurban #80 to service. This involved modifying the trucks from broad gauge to standard gauge. The process was slowed by about a year due to repeated defects in the motor rebuilding. Those problems are now in the past and the car has replaced Red Arrow center entrance #76 as the primary car on the museum's ten-mile ex-Laurel Line railroad.

Recent donations:

Edward S. Miller's notes on the pioneer 1886 Van Depoele electrification of the Scranton streetcars.

The Jim Henwood collection of 7000 color slides, Street Railway Journal Vol. 1-86 1884-1942 on microfilm and over 50 railroad books.

Friends of the Cumbres & Toltec

The Friends have received a \$59,000 grant from the Museums for America program. It will be used to develop an interpretive master plan for the railroad.

The replication of the telegraph line at Osier has begun. Crews have located the original pole locations (some stubs still existed) and are installing new poles and stringing wire.

Collapsed stock car #5510 had been purchased from Knott's Berry Farm as a parts source. This summer it was dismantled to provide parts for stock car #5995.

Summer 2009 saw a structural survey of 30 lineside structures at Big Horn, Chama, Cumbres, Lava, Los Pinos, Osier and Sublette. Next year structures at Antonito and all telegraph booths will be surveyed.

Friends of the East Broad Top

One of the Friends' long-term projects is approaching completion. Strasburg Rail Road's shop has completed a pair of replica trucks for the Friends' EBT combine #16 body, currently stored at the New Jersey Museum of Transportation. They were patterned after a truck from East Broad Top coach #5, on loan from the Tweetsie railroad.

A recent Friends' newsletter contained these encouraging developments. "In August, for the first time since 1956, the stationary steam engine in the East Broad Top's Rockhill Furnace shop complex ran, turning the engine's eight-foot flywheel and the linked shaft-and-belt power distribution system. This test run used compressed air rather than steam from the out-of-service boilers.

While notable in itself, the operation of the shop steam engine is the unplanned culmination of eight years of effort by FEBT volunteers working on this corner of the EBT's historic shop complex. Our restoration work here began simply enough. The exterior brick wall next to the shop boilers was in danger of collapsing. Volunteers reconstructed the wood upper wall, which in turn allowed repair of the rafters and roof above the boilers.

The following year our volunteers addressed the adjacent coal storage bin. The original bin had disintegrated; it was removed and the new bin constructed in its place.

Our volunteers next tackled structural problems at the foundry, just north of the shop boiler house. Here the rot had attacked the wood posts and beams supporting the building's upper materials-handling floor and overhead crane. An exterior wood frame was designed, which allowed us to temporarily lift and support the upper portion of the building. This permitted us to replace the deteriorated posts and beams and repair the exterior walls of the foundry.

Repairs to the damaged wood roof supports and framing above the stationary steam engine started last year. Volunteers installed new supporting posts that permitted them to jack up a damaged main roof truss. Relieved of its load, portions of the truss were replaced and other repairs completed. A new laminated wood beam was fabricated and inserted to support the roof framework above the steam engine. These repairs allowed the "temporary" wood cribbing installed many years ago to prevent the collapse of the roof at this location to be removed, providing better access and a less obstructed view of the steam engine.

This year Dave Richards cleaned and refurbished the governor from the shop steam engine. He attached a compressed-air line and with some additional tinkering restored the shop engine to operating condition. The engine was installed in 1882. It powered shop machinery through a shaft-and-belt power system, and also ran an electric generator and air compressor."

Golden Gate Railroad Museum Sunol, CA

Having accomplished its emergency move from the closed Hunters Point naval yard to the Niles Canyon Railway, the Golden Gate museum has resumed operations and restoration work. Their Southern Pacific 4-6-2 #2472 has run several times and GGRM equipment has run in Niles Canyon consists. SP heavyweight

lounge car #2979 has had rusted metal on its blind end replaced and the car has been painted the two-tone grey scheme. A major painting program of additional cars is underway. It will include SP heavyweight business car #141 *Oakland* (Pullman 1927), SP 1950 Shasta Daylight coach #293, SP Harriman heavyweight RPO #5131 (Standard Steel Car 1923) and Union Pacific RPO #5901 (ACF 1949).

Halton County Radial Railway Milton, ON

The Milton Community Fund has approved \$35,000 to fund the concrete floor around the perimeter of the partially finished Barn 4, as well as a walkway and floor in the parts area. An additional \$10,000 is needed to

construct six tracks in the building, permitting it to open.

Illinois Railway Museum Union, IL

Union Pacific 2-8-0 #528 (Baldwin 1901) was steamed up on August 29 for the first time in 51 years. Retired in 1958, IRM acquired it in 1969 and began restoring it in 1997.

Often paint and minor repairs can turn an eyesore into a showpiece. That is certainly the case with Union Refrigerator Transit insulated boxcar #26640 (GATX 1931). The wood-sided car had almost no paint left on it, but now looks like new. Chicago & North Western commuter combine #7700 (ACF 1923) had a leaky roof and faded green paint. The roof has now been fixed along with the replacement of





After many years of planning, the Old Pueblo Trolley has been extended under the ex-Southern Pacific tracks to a loop on the east edge of downtown Tucson. Top: Crowds greet the first car as it emerges from the 4th Avenue underpass. Bottom: OPT's ex-Brussels car turns from Congress Street onto 5th Avenue. Maps and photos courtesy of Gene Caywood.

much body metal and a new paint job.

Market Street Railway San Francisco, CA

San Francisco Municipal Railway (Muni) has given Brookville Equipment Corporation the notice to proceed with the rehabilitation of 16 PCC cars for the F-Embarcadero line. Eleven of the cars are ex-Twin City, ex-New Jersey Transit. Their bodies were previously rehabbed, but they will now be rewired. Four original double-ended "torpedoes" (#1006, 1008, 1009 and 1011) and single-ended #1040, all original San Francisco cars, will be completely rebuilt.

Nevada State Railroad Museum Carson City, NV

State budget cuts are impacting all of Nevada's state museums. The Department of Cultural Affairs has cut the overall museum budget by 35.5 percent. All museum employees have been reduced to 32 hours a week and museums are now open only four days a week. At NSRM, two vacant positions will not be filled and one additional job has been eliminated, for a net reduction from 13 staff to ten.

Oklahoma Railway Museum Oklahoma City, OK

The museum has purchased 3.5 acres adjacent to the museum grounds for future expansion.

Old Pueblo Trolley Tucson, AZ

OPT's track on 4th Avenue has been extended through the rebuilt underpass under the former Southern Pacific mainline to a one-block loop through the eastern edge of downtown via Congress, 5th Avenue, Broadway and Congress back to the underpass. The quarter mile long extension connects the existing line from the University of Arizona campus with downtown. Initially service will continue to be provided entirely by volunteers on the same days as before, Fridays from 6 to 10 p.m., Saturdays from noon to midnight, and Sundays from noon to 6 p.m.

Orange Empire Railway Museum Perris, CA

Pacific Electric "Hollywood" car #717 has received a major makeover. Years ago it was backdated from its 1938 modernized look, which added skirting and the "butterfly" paint scheme of wing stripes on the red carbody. It was painted in the "Valley Seven" red and white scheme that had been worn by only seven cars, #717 not among them. The latest rehab saw the windows fixed and reinstalled, the seats reupholstered, new paint inside and out and new headlight parts fabricated. The

exterior received the original solid dark red PE color and appropriate lettering.

Rockhill Trolley Museum Rockhill Furnace, PA

Philadelphia PCC car #2743 (St. Louis Car 1947) has returned to service after having all four of its traction motors rebuilt, an extensive electrical overhaul and underbody repairs. It last ran in 2004.

Timber Heritage Museum Eureka, CA

The museum has purchased five Southern Pacific "Harriman sub" commuter coaches built in 1924. The Golden Gate Railroad Museum once owned the cars, and had sold them to the Nevada Commission for the Reconstruction of the Virginia & Truckee Railway. After it took ownership, the commission discovered the cars were too long to run on the rebuilt V&T. It sold them to Timber Heritage for \$2800 each. The real expense will be transporting the cars via highway to Eureka. The cars are reportedly in rough shape, but are complete with seats intact.

West Coast Railway Heritage Park Squamish, BC

As part of its stimulus package, the federal government has granted \$2

million toward the completion of the new roundhouse and turntable. Construction that had been suspended for lack of funds has resumed.

Western Railway Museum Rio Vista Junction, CA

The museum has been repairing pantographs, five in all. The first belonged to Central California Traction box motor #7, damaged when it snagged the overhead. The others are for Sacramento Northern steeple cab locomotives 652 and 654, and Key System "bridge units 182 and 187.

THIRD HAND INFORMATION

From RyPN.org Flimsies

San Francisco's Cable Car Museum opened in 1974. In 1993, the non-profit Friends of the Cable Car Museum took over museum operations. In 2005, San Francisco Muni, owner of the museum and operator of the cable car system, decided that it wanted to put the operation of the museum out for bid. However, the Friends owns most of the artifacts on displays, including the two oldest cable cars in existence. Muni

decided to purchase the artifacts, which led to an extended fight over their value. The parties have finally come to agreement on a price of \$660,000.

The Memphis Society of Model Railroaders has signed a lease to create the Memphis Railroad & Trolley Museum inside the Illinois Central depot downtown. The museum will occupy a 15 X 600 space under the tracks, formerly occupied by the Railway Express Agency.

The Steam Railroad Museum in Minerva, OH has closed its doors and sold its collection, including two Alco diesels, two passenger cars, a baggage car and a Wheeling & Lake Erie caboose. It had previously sold its W&LE 0-6-0. The collection has been purchased by Jerry Jacobson, former owner of the Ohio Central.

The Florida Railroad Museum in Parish has restored the interior of Seaboard Air Line heavyweight "Jim Crow" coach #821 (ACF 1925). The car retains its partition between the white and colored sections, each of which has two restrooms.

CROSS COUNTRY PRESERVATION--POTPOURRI

By Aaron Isaacs

Whenever I travel, I'm always on the lookout for preserved rail artifacts to photograph for RMQ. Some get published but many don't, due to space limitations or because they don't tell a coherent story. This issue has plenty of room, so here's an eclectic sample.



This view of the Railroad Museum of Oklahoma in Enid didn't make it into the Summer 2009 issue. Their open air collection includes Frisco 4-8-2 #1519.



Van Alstyne, TX still has the exposed rails of the Texas Electric interurban in its main street. This inspired the city fathers to acquire this TE box motor and freight trailer. They were placed on trucks several years ago, then forgotten.



Above: We stumbled onto the Panhandle Railroad Museum in Wellington, KS. It's a private collection that shares a park with Santa Fe 2-6-2 #1067. Below: The Midland Railway's passenger consist between runs at Baldwin, KS.





Above: The Hagerstown Roundhouse Museum occupies a remnant of the original roundhouse. The rest has been demolished. Outside sit Western Maryland Baldwin switcher #132 and Hagerstown & Frederick interurban #168 (Brill 1918). Someone has preserved the tower at Pana, IL.

Below: If you find yourself near Baltimore, be sure and stop at the Ellicott City Station Museum. An arm of the B&O Museum, it was built by the pioneer Baltimore & Ohio in 1830. The neighboring freight house dates from 1855. The two parallel tracks represent two different time periods. Originally, locomotives were housed through that arched door. Later, the space outside the door was occupied by a turntable, represented by the left track. The station is in the middle of Ellicott City's must-see pre-Civil War downtown.



A BRIEF VISIT TO INDIANA RAILWAY MUSEUM

The Indiana Railway Museum is based in the old resort town of French Lick, IN. It owns and operates the former Monon and Southern branch lines that once brought visitors to a pair of enormous hotels, the French Lick Springs and the nearby West Baden Springs. The West Baden hotel, which features a huge domed courtyard, had been vacant and deteriorating for decades. New owners purchased both hotels, opened a new casino and reopened the West Baden Springs, investing many millions in the process.

The museum's ex-Monon depot is located directly across the parking lot from the French Lick Springs and the casino. From there it runs diesel-powered excursions 16 miles south to Cuzco on the former Southern, with specials another 15 miles to Jasper. It operates the 16 miles beyond Cuzco as the freight-hauling Dubois County Railroad.

Visitors will notice that the mile of track extending north from the French Lick depot to the gate of the West Baden Springs Hotel has overhead wire, but is overgrown with weeds. Until a few years ago, the museum ran an ex-Porto single truck streetcar on this short run. It ceased because the car wore out and was deemed not restorable. The track may be reopened. The hotel company is building a non-electric self-powered trolley to run between the hotels and casino. The track will be extended on both ends to the front doors. On the French Lick Springs end, this will more-or-less restore the old private car spur that was removed for the casino parking lot. On the West Baden Springs end, it will use the side-of-driveway right of way last occupied prior to 1920 by the local streetcar line. An amazing survivor of that line is the short section of original rail that passes through the gateway arch.



Above: The museum is based at the ex-Monon French Lick depot. The Pluto Water boxcar is a modern representation of an historic car that served the local spring.

Below: The old Monon station platform outside the gate of the West Baden Springs Hotel was the end of the museum's streetcar line, now out of service. The hotel will extend the track along the edge of the driveway, where the original pre-1920 streetcar ran. Its rails are still in the brick drive.





Association of Railway Museums, Inc.
1016 Rosser Street
Conyers, GA 30012

PRSR. STD.
U.S. POSTAGE
PAID
MINNEAPOLIS,
MN
PERMIT NO. 1096

Address Service Requested

ARM is a Professional Affiliate Member of the American Association of Museums



The J. H. Hawes 1904 Grain Elevator Museum in Atlanta, IL features an outside braced wood Wabash boxcar. This was the Pennsylvania Railroad's Decatur-Peoria line, hence the position light signal. Aaron Isaacs photo.