

# RAILWAY MUSEUM QUARTERLY

arm

# TRAINLINE



Number 4

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and the Association of Railway Museums

Spring 2011



The 2010 TRAIN Convention was hosted by the Rio Grande Scenic Railroad. The Convention Special climbs the 2.5 percent grade through a horseshoe curve on the west side of La Veta Pass. For more on the convention and this spectacular railroad, see page 6. Aaron Isaacs photo

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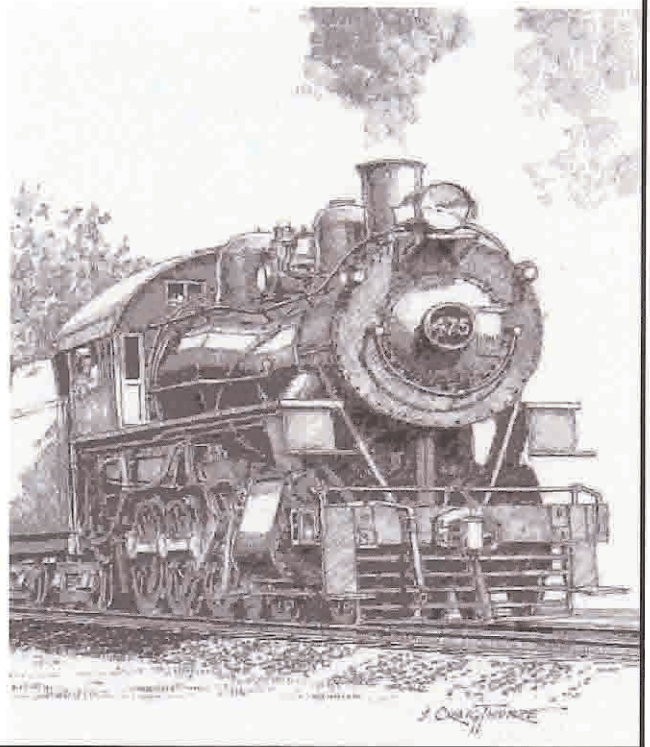
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The purpose of the Association of Railway Museums is to lead in the advancement of railway heritage through education and advocacy, guided by the principles set forth in "Recommended Practices for Railway Museums" and incorporated in other best practices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

### ARM Membership

Membership in the Association of Railway Museums is open to nonprofit organizations preserving and displaying at least one piece of railway or street railway rolling stock to the public on a regularly scheduled basis. Other organizations, businesses and individuals interested in the work of the Association are invited to become affiliates. For more details, or to report address changes, please contact the Association of Railway Museums, 1016 Rosser St., Conyers, GA 30012, or email to [scg@lagniappeassociates.com](mailto:scg@lagniappeassociates.com).

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## TOURIST RAILWAY ASSOCIATION

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

### TRAIN Membership

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

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### PRESIDENTS' REPORT

**By Bob LaPrelle, ARM  
and Rick Burchett, TRAIN**

We are pleased to inform you that the Boards of ARM and TRAIN have reached a major decision that will greatly strengthen and enhance the railway preservation field.

At their combined Spring meeting in French Lick, Indiana, the Boards agreed to combine the two organizations into a single entity. Whether this is done through a merger, or by replacement with a completely new organization, will be determined by a working committee later this year. The ARM and TRAIN bylaws require that this action be ratified by a vote of the membership. That vote will occur at the Annual Conference in Chattanooga next November.

The March 25th vote by both Boards to approve the merger (for convenience we'll use the term "merger" for now) was unanimous. There are good reasons why it was approved without dissent. Paramount to this decision was the desire to provide better representation and services to members of both ARM and TRAIN.

The two organizations will continue to implement cooperative activities prior to the merger. In January TRAIN hired Suzanne Grace with Lagniappe Associates to provide administrative services. Lagniappe has provided association management services to ARM with much success since 2007. Suzanne is now the Executive Director of both ARM and TRAIN. Work is also underway to merge ARM and TRAIN websites.

There was considerable discussion of how best to provide input and response to Federal Railroad Administration (FRA) issues, particularly in the area of proposed rulemaking. Retired Union Pacific attorney Bob Opal, who has served as

ARM's FRA liaison for many years, has agreed to assume that role for TRAIN as well. He will represent both organizations on the FRA's advisory committee. Watch for Bob's continuing FRA updates in future issues of RMQ/Trainline. We would like to thank TRAIN's legal counsel, Frank McKenna, for his many years as representative on FRA issues. Unfortunately, health issues related to age prevent Frank from continuing in that role.

ARM and TRAIN are also pursuing issues and initiatives with other organizations including the American Short Line and Regional Railroad Association, the Railway Passenger Car Alliance, and the National Railway Historical Society. We will continue to look for ways to partner with them to our mutual benefit in the future.

Protecting important Federal programs such as Transportation Enhancements and the Institute of Museum and Library Services will remain important initiatives as we move toward one organization. Building on our partnerships with the National Trust for Historic Preservation, the American Association of Museums, and the American Association for State and Local History will also remain at the forefront.

Over the summer, a working committee will tackle the nuts and bolts of the merger and prepare a detailed proposal for the November Annual Conference in Chattanooga. The committee will study whether to merge into one of the two existing corporations, or dissolve both and create a new one. Particular attention will be given to the creation of a new membership dues structure that reflects the cost benefits of a merger while maintaining sustainable income for the new organization. Recognizing that our field covers a number of specialized constituencies (for example tourist railways, trolley museums, depot museums, Canadian institutions), they will explore how to serve all these groups better, so their interests are not overlooked or minimized.

Why merge? It will allow us to provide more service to our members at less cost. In fact, expanding membership services while incurring duplicate expenses through separate organizations simply isn't financially viable. It is less expensive to combine publications, web sites and administration. Combined conferences attract more attendees, which increases conference revenue while reducing expense. Combined conferences are also more attractive to our sponsors and vendors, reducing their costs while increasing exposure to potential customers. Merger allows us to speak to

the FRA and to legislators with a stronger, unified voice. It will also provide for greater parts and information sharing, and volume purchasing.

We want to thank Don Evans for guiding us through this complex merger planning process. Don has donated his time, as well as his expenses. It is doubtful we could have progressed this far without his help.

Many thanks also to Alan Barnett and the Indiana Railroad Museum for hosting the Spring meeting.

Look for merger updates in upcoming issues of RMQ/Trainline.

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We are sorry to report the passing of an individual who has been important to the development of ARM and many of its members. Julie Johnson represented ARM for many years on the FRA's Railway Safety Advisory Committee (RSAC). She took several trips to Washington, DC at her own expense without seeking reimbursement from ARM. Her participation was solid (with much backup help from Bob Opal) and enabled ARM and its members to be represented during several key FRA decisions. We saw her at every ARM Annual Conference, which always culminated in the attendees posing for a panoramic photo taken by Julie's special camera. She played a huge role in the development of the Illinois Railway Museum as well as quietly helping other museums around the country with parts and funding. She will be missed.

### TRAIN VISITS ALAMOSA

**By Aaron Isaacs**

For its last stand-alone convention, TRAIN visited Alamosa, Colorado, hosted by the Rio Grande Scenic Railroad.

Alamosa, regional center of the agricultural San Luis Valley in southern Colorado, has only 8700 people, but it looms much larger in the minds of railfans everywhere. Alamosa was the center of the Denver & Rio Grande's narrow gauge operations, a beloved anachronism with devoted followers around the world.

With the exception of the Silverton branch, abandonment came in 1968, but that was not the end for the narrow gauge. The 64 miles over Cumbres Pass from Chama, NM to Antonito, CO was reborn as the Cumbres & Toltec Scenic Railway. The third rail was removed from the 29 miles of dual gauge track between Antonito and Alamosa, but the line continued to operate. Also soldiering on was the standard gauge



from Walsenburg, CO over La Veta Pass to Alamosa and on to Monte Vista.

The D&RGW was sold to the Southern Pacific, which was in turn absorbed by the Union Pacific. The UP spun off the lines west of Walsenburg in 2003 to RailAmerica. This track was purchased by Iowa Pacific Holdings in 2005 and has since operated as the San Luis & Rio Grande.

The last scheduled narrow gauge passenger train out of Alamosa was, as Lucius Beebe would say, the San Juan “of fragrant memory”. It made its last trip in 1951. Standard gauge passenger service over La Veta Pass, which had fed the San Juan, ended in 1953. The SL&RG decided that passenger excursions would add to its bottom line and created the Rio Grande Scenic Railroad to market it. Thus was passenger service restored to these lines after an absence of over 50 years.

Every morning during the tourist season three trains leave the Alamosa depot, with a fourth on Friday, Saturday and Sunday. Trains radiate in three directions from the large two-story Alamosa depot. Leading off at 8:15 is the Toltec Gorge Limited, which runs the flat, straight former dual gauge to Antonito. The schedule is designed to feed the Cumbres & Toltec’s morning train from Antonito to Chama, and the late afternoon departure from Antonito receives passengers from the returning narrow gauge. This train often operates as a mixed. The crew spends the day switching the Antonito perlite plant, the line’s biggest shipper.

The Potato Valley Explorer leaves at 10 AM, running west 17 miles to Monte Vista. This is really rare mileage, which last saw a scheduled passenger train in 1932. The biggest, most challenging service extends 61 miles east from Alamosa over La Veta Pass to the town of La Veta, which is actually at the bottom of the hill, 16 miles east of the pass.

La Veta Pass is the most challenging mountain railroad you never heard of. It is the scenic equal of the Cumbres & Toltec, but because it wasn’t narrow gauge and trains ran mostly at night, it was off the railfan radar. Consider these stats. At 9242 feet, La Veta Pass is the highest standard gauge main line in North America, three feet higher than Moffat Tunnel. The east slope from the town of La Veta to the summit is 16 miles of solid 3 percent grade. The west slope has six miles of 2.5 percent.

The first 24 miles from Alamosa east to Fort Garland is almost arrow straight and appears to be tabletop-flat. In fact it rises on a continuous but imperceptible one percent grade. East of Fort Garland the track climbs into the foothills of the Sangre de Cristo



**Top: Rio Grande Scenic’s operations are based at the Alamosa Depot. Middle: The first 24 miles toward La Veta Pass cross the flat San Luis Valley, but the track is actually climbing a continuous one percent grade. Bottom: 2-8-0 #18 attacks the 2.5 grade on the west slope of the pass.**



**Wyeing #18 at La Veta.**



mountains via Sangre de Cristo Creek. Turning right to follow tributary Wagon Creek, the grade steepens to 2.5 percent and the curves tighten to 12 degrees. The final approach to the pass requires a large horseshoe curve (see front cover). Connecting the two levels of the horseshoe is a short, steeper connection that served as a turning loop for helpers. The switches have been removed but

the track remains in place. The saddle of the pass is the station called Fir, with a passing track and a spur track.

The west slope of the pass climbs 1696 feet in 44 miles. The track and the creek climb at about the same rate, so most of the time it ascends a winding trough that is reminiscent of Raton Pass. The east slope is much more precipitous, 2218 feet in 17 miles and

most of it continuous 3 percent. The track twists and turns through 16-degree curves along rock shelves high on the canyon wall. In contrast the sharpest curves on the climb to Moffat Tunnel are only ten degrees. It traverses two tunnels and ducks into side canyons. This is mountain railroading at its most challenging.

On Fridays, Saturdays and Sundays the Rio Grande Scenic makes this 122 mile round trip with steam. The Grand Canyon still makes a 136-mile round trip with steam once a week, the longest daily steam mileage in North America. However, there is no question that La Veta is a more challenging railroad than the Grand Canyon. The next longest steam trips are the 90-miles from Durango to Silverton and back, followed by the pair of 64-mile one-way trips on the Cumbres & Toltec.

The current motive power is ex-Lake Superior & Ishpeming, ex-Grand Canyon 2-8-0 #18 (Alco Pittsburgh 1910). It replaced Southern Pacific 2-6-0 #1744 (Baldwin 1901), which is currently being rebuilt. LS&I 2-8-0 #20 (Alco Pittsburgh 1910) sits partially disassembled in front of the railroad's office, but is a longer term project.

The railroad has assembled an eclectic passenger car roster of ex-Santa Fe super domes, Long Island and



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Canadian National commuter coaches and ex-Southern heavyweights. Our four cars were the 2-8-0's limit on the 3 percent. We learned that when the engineer had to start on the grade following a photo runby. He slipped twice before finding his footing and was right on the edge of losing it as he accelerated ever so slowly. Such drama is much less likely with diesels.

Attracting passengers is the name of the game in tourist railroading, and online destinations are important. La Veta is a charming town, not enough to plan a trip around, but a pleasant place to lay over while the locomotive is turned and serviced. The railroad decided to create its own destination, a music venue on top of the pass at Fir. The saddle of the pass is a natural amphitheater. Opened as an experiment in 2007, it has grown into the Roots & Boots Summer Music Festival, with 37 dates during 2010. The site can only be reached by train, so the railroad runs trains to it every Friday, Saturday and Sunday from both sides of the mountain, originating in Alamosa and Walsenburg. The musicians have to ride with the attendees, so impromptu jam sessions on the train have become part of the experience. Besides being roadless, Fir is also off the electrical grid. At first gas generators were employed, but their noise led to

installation of solar panels and a wind turbine. The result is silence with the bonus of being green, a marketing plus (see the interview with Ed Ellis).

## AN INTERVIEW WITH ED ELLIS

*During the TRAIN convention I sat down with Iowa Pacific President Ed Ellis. Iowa Pacific owns the Rio Grande Scenic Railroad, and a number of other freight and tourist railways.*

Aaron Isaacs: How did Permian Basin Railways come about and which railways do you own?

Ed Ellis: Permian Basin is a wholly owned subsidiary of Iowa Pacific Holdings. We formed Iowa Pacific in February 2001 to buy I & M Rail Link. We got a letter of intent to buy it and then DM&E offered about an extra 25 million dollars so they gave us a break up fee instead. In 2002, we went on to buy the Texas-New Mexico and the West Texas & Lubbock railroads which are in the Permian Basin oil field of West Texas so that's how Permian Basin became the railroad subsidiary of Iowa Pacific. Iowa Pacific also owns Central Car Repair and Isla Largo, our leasing company that owns all of our locomotives and cars.

In 2004 we bought the Arizona

Eastern, 2005 the San Luis & Rio Grande, 2006 Chicago Terminal Railroad, 2007 the Dimmitt branch to the West Texas & Lubbock, in 2008 the Mount Hood and the Clifton Branch to the Arizona Eastern. And we also bought two railroads in England under British American Railway Services which we own part of. We have some individual investors in that. The two English railroads are the Weardale Railway, and the Dartmoor Railway and we also have a locomotive leasing company and a track repair company in England.

There are ten owners of Iowa Pacific. It's a privately held company. Six of the ten owners work in the business, two more are directors and then there's two guys who are just private investors.

We've been selected to operate the Saratoga to North Creek line in New York. We're pretty excited about that. It's a 56-mile railroad with access to the Saratoga Springs Amtrak station. About 25 miles of it is right along the Hudson River and Gore Mountain Ski area is at the north end of the line. Saratoga is within the Albany metro area with 1.2 million population, so we think it's got terrific potential for a tourist railroad. There is also a significant potential for freight. One of the biggest opportunities is the several

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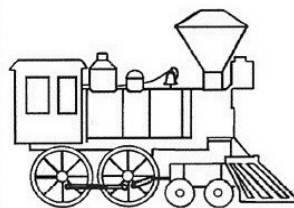
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million tons of granite dust from a garnet mine that they would like to get moved out of there.

AI: On how many of these railroads are you operating tourist service?

EE: Mount Hood, Arizona Eastern, West Texas & Lubbock, San Luis & Rio Grande, and the two railroads in England. So the only ones we don't operate tourist service on are Texas & New Mexico and the Chicago Terminal. We almost did a Polar Express on the Chicago Terminal this year but there were just too many details to work out with the City of Chicago so that might happen next year.

AI: How does passenger service work into your business model?

EE: It's like an incremental business. Freight is our primary business, and 90+ percent of Iowa Pacific's revenue comes from freight. But, we have a number of side businesses. Car repair is a side business, car storage, we do some real estate leasing. And passenger is also a side business. So it's an add on and it brings in some additional revenue over and above what we can earn from freight.

AI: So you view it as a way to sort of max out your investment?

EE: Absolutely, it's something additional that we can do because the tracks are underutilized. This is not the Union Pacific mainline with 150 trains a day so we ought to be able to accommodate a passenger train here and there.

AI: How do you allocate your cost between passenger and freight? How heavily do you burden the passenger service?

EE: We don't. As I said, we look at passenger as being an incremental business, so freight bears the cost of maintaining the track. If we build a maintenance facility freight bears that cost, if we buy a locomotive freight generally bears that cost. Obviously, if it's a steam locomotive that is something we would allocate to the passenger operation. Although as people saw today we do sometimes use the steam locomotive to haul freight.

AI: How about insurance? Is there increased insurance cost because of passengers?

EE: It's a very minor add on for passenger.

AI: So would you say that passengers are recovering their out of pocket cost?

EE: Yes.

AI: And are you amortizing capital cost for the passenger? Are they covering that?

EE: I should have mentioned that one other company we own is High Iron Travel, which is a tour company. We run Amtrak tours and charters. That's the only thing that we have that is pure

passenger.

AI: Isn't that Clark Johnson's company?

EE: Johnson is the president. We own the company. Clark is one of our owners. He is on our board. We bought the company from him three or four years ago. To answer your question...yes, we amortize the ownership cost of the passenger equipment. And, overall the passenger operation covers the amortization of the ownership costs.

AI: I got the impression from your website that you are moving some passenger equipment between your railroads to increase utilization.

EE: That's correct. We have a big summer season in Colorado. 2006 was the first season. In Lubbock, Texas on the West Texas & Lubbock the only tourist operation we have is Polar Express, so we take coaches and dome cars from Colorado and send them to Lubbock. They are there now, getting ready for Polar Express. We did about 21,000 people or so last year in Lubbock and we are hoping to grow that this year. We will have, when we are finished, three dome cars, and two coaches-- about 500 plus seats for Polar Express. So we're hoping that we can do 24,000 - 25,000 there this year.

AI: Can you give me some numbers on the ridership of your different railroads?

EE: We don't really generally share specific numbers for railroads, but I can tell you that overall for the six railroads the total last year was about 150,000 and this year we are expecting more like 200,000.

AI: Can you split out Rio Grande Scenic?

EE: No, I really can't do that. Not because I wouldn't be willing to but because I don't know. I would say that the biggest railroad ridership wise is Mount Hood, followed by Rio Grande Scenic, followed by the Weardale Railway in England although this year

the Weardale Railway might actually move into second because we started a community rail service in May where we run five trains a day that are ...they are not really commuter trains because this is a rural area but they are feeder trains that connect these small towns along the line to the national network. And, we've been averaging, since May, about 250 people a day, so that one's really ramping up.

AI: How did you get involved across the Atlantic?

EE: We own a small piece of a railroad in Peru that was looking for coaches. A friend of Clark Johnson's had just bought some. I asked Clark where he got them and he said he got them in England. So, I was vacationing in England and went to look at the coaches and the guy asked me what kind of business are you in? And, I said short line railroading. We talked about it a little bit and he said there weren't that many in England. I said if any come up for sale give me a call. So he did, and at the Weardale Railway we're in the process of opening up a coal terminal as well as ramping up the passenger service.

AI: That's standard gauge?

EE: Its standard gauge, but the railroad in Peru was three foot gauge, and standard coaches in England are so much smaller than elsewhere that they actually fit quite nicely on three foot gauge track.

AI: How did the concert venue at Fir (the summit of La Veta Pass) come about?

EE: One of our owners lives in western Wisconsin. He called me up and said he lives live next door to a musician, and maybe we could get him to play on the train. And, I said who is it? He said it's Michael Martin Murphy. I said I think we can probably do better than that. As soon as he said that I thought we could put on a concert at Fir. And the nice thing about that is you can only get there by train. My wife and



**The concert venue at Fir sits in the saddle of the La Veta Pass summit. All power is generated by the windmill (visible beyond the tree) and solar.**

I met at the Old Town School of Folk Music in Chicago and we've had house concerts, so we're sort of familiar with the music scene to start with. The first year was 2007 and Michael just did one concert. It was really a magical experience and everybody who rode the train had a blast. We took that and said, let's turn this into something different. We were looking for something that would set us apart from the 7 or 8 other tourist railroads within two or three hundred miles of us. The concerts have really proven to be a great way to do that. We had 37 concerts this year. We averaged almost 400 people a concert, and ran two trains to each concert—one from Alamosa, generally with steam and one from La Veta, generally with diesel. We've have gotten very positive feedback.

AI: Which of those trains tends to do better?

EE: The Alamosa train being steam we charge more. But it has fewer seats. So, the train from La Veta, which is diesel with more seats tends to carry more people but at a lower fare.

AI: Do you have a feel for where you're drawing from for both your regular operation and for your concerts?

EE: Generally I would say Colorado, New Mexico, Texas, are the top ones, but we've got strong followings from California and the

Midwest. We focus on marketing to tour bus operators. We've had tour bus groups from England, Germany and Japan.

AI: I noticed on the website with the concert site is environmentally self sustaining and uses clean energy. How did that happen?

EE: It was my idea. We were off the grid up there so we were using diesel generators to power everything. I said to our guys I would like to figure out how to do this with wind or solar so that we don't have the noise of the diesel generator. Michael Martin Murphy heard me and said I know some people who do this, and we put that together. It's a company called Earth Tech Energy Solutions out of Oklahoma.

AI: Does Murphy headline all the performances or is he there only sometimes?

EE: It varies. The first year we just did one and he was it. The second year we had a bunch of big name acts, like Larry Gatlin, Asleep at the Wheel and Ricky Skaggs and Murphy kind of opened for them. After the season was over he said, I think we can draw as many people if I am the headliner and you bring other people to open for me. So that's what we did last year and basically have done since. But we have expanded it beyond Murphy. This year

he did thirteen dates, but we did 37 concerts so we had other headliners on the dates that he was somewhere else.

AI: How many do you tend to bring for one concert?

EE: It's an average of about 400. I think the peak concert this year was about 700. We're very happy with those numbers.

AI: Are you getting repeat riders to the concerts or do you find that this is more of a one time thing?

EE: The concerts definitely attract repeats. We have one woman who has been to every different act we've had since we started. We had a number of people who went to as many as eight concerts this year. We have a lot of people who have ridden the railroad as many as 20 or 30 times. We're in an area where there are a lot of enthusiasts that have retired or work around here, so we are seeing a lot of repeat ridership.

One of the things we have really focused on in all of our operations this year is generating word of mouth. While United Airlines may be able to buy a full page ad in the Denver Post we can't. So we've focused on developing word of mouth. One of the main things we've done is a ticket giveaway program. We gave away probably 20 or 30 thousand vouchers this year for either free tickets, buy one

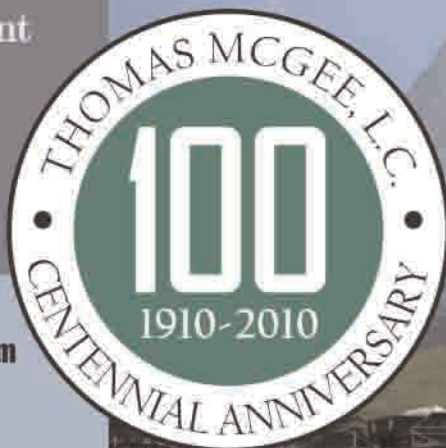
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**The return trip featured a photo runby at one of the line's two tunnels. The exhaust echoed off the mountain as it approached. After reboarding, it took the engineer three tries to get started on the three percent grade. Very exciting.**

get one free, or free dome upgrade. We went around to hotels, motels, RV parks, restaurants. We tried to entice the employees to ride the train so they could go back and tell other people about it. That worked pretty well so we decided let's go beyond this.

Nobody knows we're here. Even people who come to Colorado to ride a train don't know we're here. I've gone to the Durango & Silverton or to Chama and just asked people have you ever heard of the Rio Grande Scenic Railroad? No. I've gone to Colorado welcome centers where they have our brochures and the people staffing the welcome centers haven't even heard of us. I've had to go over and hand them the brochure and say this is who we are. How many people show up to ride your train is related to how many people have heard of you and so we're really pushing that. Yes, we're in brochure racks, yes we have ads in a variety of places. One of our guys went down to Red River, New Mexico this summer and the Chamber of Commerce in Red River had never heard of us – they are 60 miles away. He did a Powerpoint presentation and he handed out free tickets. We started making regular stop at Fort Garland to pick people up who drove up from Red River and it just took off like a bottle rocket. We had nobody here from Red River last year and toward the end of the season we were doing 30, 40, 50 people on every

train out of that market.

AI: What is the ridership trend?

EE: It's gone up every year. The first year we only did maybe 7 or 8 thousand people. It's gone up every year, even in the recession, even with \$4 gasoline. The Cumbres & Toltec didn't have a good year because of the

Lobato bridge fire. That hurt us too because a lot of people who come here to ride the C&TS come here to ride us at the same time. It was a good thing that we had this ticket voucher program going on and the concerts because that kind of made up for it.

AI: What is your relationship with the Cumbres & Toltec?

EE: We connect with them down there in Antonito. We think it's a great railroad and we do some joint marketing things with them. We have them on our website and our goal is to develop that business because the people who ride the C&TS from the Antonito end stay here in Alamosa. There's the new Hampton Inn opening up in Alamosa which is being built largely because of the development of the railroad as an attraction.

AI: Do you use any volunteers?

EE: Only my wife's uncle. We call him the Friend of the Rio Grande Scenic. Yes, some places we do. When we have special events, Thomas and Polar Express, we've use a lot of volunteers for that. In England, both railroads are virtually run by volunteers.

AI: On your American railroads do you intend to create any Friends organizations?

EE: We're a for-profit company and it's a little more challenging for a for-profit company to do that. We do have on our website a Friends of the Rio Grande Scenic Railroad but we're kind of bound by FRA rules so there's a limited amount of things that a volunteer can do. We do have some people who volunteer on the train, ride back and forth, and are like docents.



**When the TRAIN conventioners visited Antonito, the Cumbres & Toltec steamed up and demonstrated Rio Grande pile driver #OB. C&TS photo.**



## TRAIN YOUTH SCHOLARSHIPS AVAILABLE

The TRAIN Youth Advisory Committee announces applications for the 2011 "Building Our Future" youth scholarships for young adults (ages 18 – 25) interested in railroad preservation. The scholarships will help two young people attend the annual TRAIN convention, paying for registration, pre-convention trips, the closing banquet, lodging, and \$150 towards transportation or food costs. The recipients must attend the convention activities, including the TRAIN board meeting and various seminars. Applicants must be sponsored by a TRAIN member in good standing. The application is available on the TRAIN Facebook page (Search: Tourist Railway Association), on the TRAIN website ([www.traininc.org](http://www.traininc.org)), or by email ([travis.stevenson@bsvrr.com](mailto:travis.stevenson@bsvrr.com)). The submission deadline is July 31, 2011. Awards will be announced on or before August 31, 2011.

But it's not a major focus for us. We want to have a consistent product and end up paying people to provide the consistent product.

AI: Do you own the Alamosa depot?

EE: Actually, the Alamosa depot is owned by the Alamosa Tourism Board. When we came here it was the Social Services building. It was the only depot that I know of in North America where you could get food stamps. We went to Alamosa County and we said we really think this ought to be the train depot and welcome center. It took them a few years but they built a new Social Services building three miles south of town. Now the depot is owned by them and we rent space. The Welcome Center is a part owner of the depot.

AI: What are your plans for steam?

EE: The boiler of (Southern Pacific 2-6-0) #1744 is at Bob Ulrich's getting rebuilt. I'm hoping that in spring of 2012 we will have the 18 and 1744 running here. The (Lake Superior & Ishpeming 2-8-0) #20 is a long term project. We also picked up a fireless cooker that was probably otherwise going to go for scrap. I would like to see it restored. We're looking at a larger steam engine. We also run steam on both of our railroads in England. On the Weardale Railway there's a



**TRAIN Youth Advisory Committee members Travis Stevenson (left) and Rikki Burchett, with 2010 scholarship recipient Colin O'Brien of Mid-Continent Railway Museum at the Annual Convention.**

National Coal Board 0-6-0 tank engine. We rented an engine on the Dartmoor Railway for a couple weeks this summer so we could run steam down there. We have also hosted in England some mainline steam excursions that have come onto our railroad.

We like steam and we think steam has a place on tourist railroads. Paul McKinney who runs the New Hope & Ivyland says that the value of steam is in the brochure and on the platform and I think there's a lot of truth to that. But we don't run steam with the idea that this is our primary mode of power and we're going to make a bunch of money because we're running steam. We run it because people come to Colorado and they expect it. And, we give them a nice show. This is the longest, highest standard gauge steam operation in North America today. We regularly, three days a week, all summer long run the 62 miles to La Veta, and another 62 miles back. In 2010 that's about as good as it gets for a steam engine.

AI: When I was here a number of years ago there were derelict narrow gauge and standard gauge freight cars on the old Rio Grande Alamosa shops site. What happened to it?

EE: Those have all been sold off. We picked up five standard gauge stock cars which we want to put on trucks so we can use for photo freights. We also own a 40-foot New York Central box car which is in Chicago. I have to get it trucked out here.

AI: You're wanting to get into the photo freight business?

EE: We've run photo freights. Yeah.

AI: But are you assembling older cars, vintage cars just for photo freight?

EE: Just for photo freights. That's why we got a Southern Pacific caboose so when we get the 1744 running again it's a nice match. Photo freights don't

look so great with big covered hoppers behind the steam engine. With a 40-foot box car and a couple flat cars and a few stock cars you can make a nice looking photo freight.

AI: I'm always surprised at how many of the silver and gold Rio Grande box car bodies there are on farms around here.

EE: There are a couple of decent reefer bodies. I'd like to get a couple of standard gauge reefers because the potato business out of the valley has been going on for a hundred years.

AI: I don't know if you want me to ask about it, but what about the ski train?

EE: That's part of what we like about the Saratoga to North Creek line in New York. You know, we incurred a lot of brain damage last year trying to figure out how to run the ski train from Denver to Winter Park and the nice thing about New York is it's essentially the same size market as Denver. Albany is about the same size, 1.2 million people. North Creek is about the same distance as Winter Park and we don't have to deal with Amtrak or UP. So we think it can be just as nice as the Denver to Winter Park deal at a lot less cost for us.

AI: Are there ski resorts there?

EE: Yes, there's Gore Mountain Ski Resort and the North Creek Ski Bowl which are operated by the same people, and they are in the process of connecting the two areas with a lift which will open this winter. So, we're expecting the winter of 2011-12 to be able to run ski trains from Saratoga Springs to North Creek. We're planning to take our BL2s over there for power.

AI: You've got BL2s?

EE: They came from the National Railroad Museum in Green Bay, Glen Monhart's former Bangor & Aroostook engines.

One other thing I want to mention about the concerts. The performers ride the train, too, because it's the only way to get up there. We have the Calumet Club, one of the club cars that was a backup car on the City of New Orleans. We just acquired another City of New Orleans club car, the Mardi Gras, from the Roanoke Chapter NRHS. We believe that Steve Goodman wrote the song City of New Orleans on one of our club cars.

So, we do what we're calling the City of New Orleans Club Car Jam where the performers and sometimes passengers will bring their own instruments, sing along, and take pictures. It's a really cool thing to come out for. Go to Youtube and type in City of New Orleans Club Car Jam. It's a lot of fun.

## INJURY TO VOLUNTEERS

By Bob McCarthy, McCarthy Rail Insurance Managers, Inc.

ARE WE COVERED? That's a very big question, and one with not such a simple answer. One thing is certain, however. If you carry liability insurance for your railroad organization, it does not give you adequate protection for injury to your volunteers.

When a volunteer is injured, the very first question is whether this person merely hurt himself/herself, or whether the organization was actually responsible for the injury. In most cases, there is no clear negligence or legal liability on the part of the organization. If a member is hurt, we cannot be sure that the organization is at fault, because people sometimes just hurt themselves.

Ultimately, the claim will probably be denied, and then you have a very serious problem on your hands. There could be a lawsuit, and the insurer would certainly have to defend your organization. But, now we have lots of people upset, perhaps with one another - a serious situation suddenly becomes even worse.

This can literally tear an organization apart, and more importantly, the volunteer may have no other insurance or a large deductible and/or co-payment to make. Actually, you are more likely to have an injury to a member who is often present working around the property and equipment than to the passengers of your railroad. You are less likely, however, to be found liable for such an injury to a volunteer than you are for an injury to a passenger. If you are not liable, your liability insurer will not pay.

Then what is the answer? Unfortunately, Workers Compensation for volunteers is not an available answer. This is because there is no employment involved. This means that there is no coverage for the volunteer's potential income loss, nor has anyone ever come up with such a benefit that is affordable.

Since they are volunteers, you probably should suggest that your members carry adequate disability insurance. Very often their rail avocation can be hazardous. An injury could cause such a volunteer to suffer significant medical bills and wage loss if an injury makes it impossible to return to work for an extended period.

One partial solution to our problem is a Volunteer Accident Policy. The organization can purchase such protection to apply to all of its active members and it can provide valuable benefits.

Such policies are generally very affordable and can provide benefits such as \$50,000 or more for loss of life due to an accident and percentages of the life benefit for listed dismemberment or paralyzing injuries.

Many also include accident medical expense protection, and some even include limited reimbursement for lost wages. Generally such protection is on an excess basis. In other words it would pay up to the policy limit in excess of what is paid by the volunteer's own insurance. In the absence of such personal insurance, the protection would become primary. Sometimes there is a small deductible that applies to such additional benefits.

One can easily imagine such a serious accident and the obligation the members of your organization would feel to their fellow volunteer. To be able to deliver such protection in the event of a serious or potentially tragic incident is far better than merely facing the worry over a potential liability dispute.

It's well worth the premium. If you have not purchased this protection for your volunteers you owe it to them to discuss it with your insurance agent. You'll be glad you did.

## PAINT IT FORWARD

The Kentucky Railway Museum has enrolled in Pittsburgh Paints' "Paint It Forward" program, which offers financial benefits to any non-profit that uses paint. Here is the language from the PPG website.

"Your business or organization enrolls in the program. You choose which charity you'd like to support. All 501(c)(3) organizations are eligible. If you are a charitable organization with a 501(c)(3) designation, you can be your

own charity. PPG will set up a unique customer account for you.

You'll be provided discount cards for your employees, members or supporters that will make them eligible for your exclusive discount. You may choose actual cards or a digital coupon that may be accessed from your web site.

Discount cardholders get 20% OFF retail prices on PPG manufactured paints, primers and stains at any company-owned PPG Pittsburgh Paints or PPG Porter Paints stores nationwide every time they buy using the discount card.

PPG will set aside 5% of all pre-tax purchases for your chosen charity. You'll be provided a midyear progress report so you can see how much you've raised for your cause at the halfway point. Go to [http://www.paintitforwardppg.com/index.php/getting\\_started](http://www.paintitforwardppg.com/index.php/getting_started)"

## A GUIDE TO THE GUIDEBOOKS (AND WEBSITES)

By Aaron Isaacs

How does the new visitor find your museum or railroad? If they don't know you, they have to use some kind of guidebook or website to learn that you exist.

With the rise in web use, one might assume that guidebooks are obsolete and can't compete. I looked into this and discovered, to my surprise, that guidebooks are still very competitive, and are better than most of the websites that try to do the same thing.

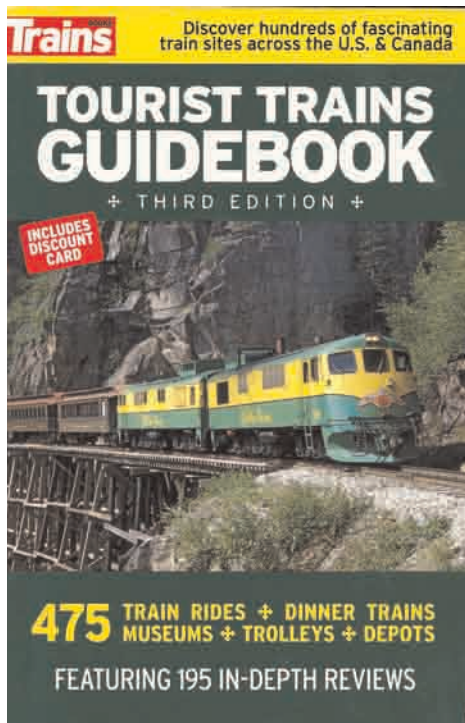
### The guidebooks

The tourist railways and museums of North America are well served by a pair of excellent printed guidebooks. They are Kalmbach's Tourist Trains Guidebook (formerly known as the Steam Passenger Directory) and the more recently created Guide to North America's Tourist Railways and Museums, published by Great Scenic Railway Journeys. Both are ARM/TRAIN members.

New editions of each book appear every second year. The two publishers bring out their new editions in alternate years. GRJ's second edition appeared in 2010. TRAINS second edition appeared in 2009, and Spring 2011 saw the arrival of the third edition. Here's a quick comparison of the two.

	TRAINS	GRJ
Pages	360	413
Ad pages	42	22
Listings/full	194	254
Listings/partial	283	278
Listings/Total	477	532





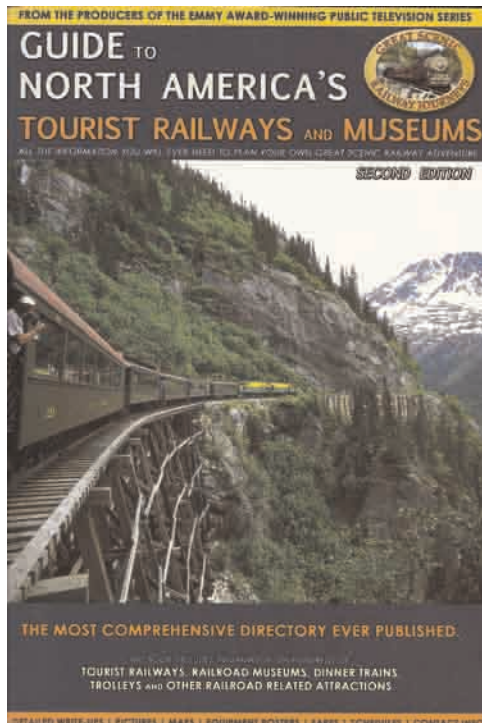
The publishers of both guidebooks are ARM and TRAIN members, so don't expect this story to state a preference for one over the other. Actually, each has its strengths. Both books are organized by state and province, but beyond that they take different approaches. TRAINS is all-color, while Great Railway Journeys is black and white. GRJ has a full-page map for each state, plus thumbnail excerpts of the state map for each attraction. TRAINS has eight regional maps grouped together in the back of the book, plus written directions to each of the 194 sites with full listings.

TRAINS' full listings occupy an entire page, with a large color photo. GRJ's full listings fill at least one page and often an additional half page, with a pair of small black and white photos.

Partial listings in GRJ consist only of address, phone, website and email address. They are grouped by state, but separately in the back of the book. TRAINS' partial listings are grouped by state alongside the full listings, and include a simple description of the attraction along with the contact info.

GRJ lists rolling stock, a feature TRAINS abandoned a few years ago. Both provide general schedule information, but refer the reader to the website for specifics. GRJ sometimes includes fares, while TRAINS doesn't. TRAINS includes a discount card good at 72 attractions. GRJ offers no discounts.

According to both publishers, getting up to date information from the attractions is a challenge. GRJ will soon implement an online update page to encourage attractions to update



themselves. TRAINS already has this.

The two guides are produced under very different business models. TRAINS sells its guide through bookstores, hobby shops, museum/tourist railway stores and other dealers, as well as online retail sales through its website. Great Railway Journeys is not a traditional publisher. It produces the public television series of the same name. Its guidebook was created to be a public TV fund drive premium. The vast majority of sales are to public TV stations, but the book is also available to museum and tourist railway stores. There are no individual retail sales. GRJ also produces a CD ROM version.

In its May 2011 issue, TRAINS also published a tourist train/museum supplement as an insert in TRAINS magazine. It includes 601 listings. The same basic info is available on TRAINS' website (see description below).

Although it's designed for railfans rather than the general public, no article on guidebooks should overlook the Canadian Tracksides Guide, published annually by the Bytown Railway Society. Not a visitor guide like the other two, it is a reference work aimed at rail enthusiasts. If it runs on rails in Canada, it's in there. Beside complete rosters of every piece of active rail rolling stock, the chapter on Preserved Railway and Traction Equipment runs 134 pages. It doesn't stop at the US border. If vintage Canadian equipment made it to the states, it is catalogued as well. On top of that you get maps, mileage tables of every line in Canada, passenger schedules, radio frequencies

and more. A terrific resource.

Museums and tourist railways who want to update their TRAINS guide listings should go to [www.trainsmag.com](http://www.trainsmag.com), click on Railroad Reference at the top of the page, then on Tourist Train Guidebook Updates.

For updates to Great Railway Journeys, go to [gsrj.com](http://gsrj.com). About June 1 a link will be activated to update info and pictures. Also you can upload video for the CD-ROM version. GRJ anticipates their next edition will come out in December 2011.

### The websites

This article includes only websites that cover either the entire United States or the US and Canada. We'll ignore those that are regional, or deal only with a single state. I approached this article as if I was a non-railfan on vacation, hoping to visit tourist railroads and museums. I went on Google and typed in "railway museums", "railroad museums" and "tourist railroads".

As with all Google searches, it generated thousands of hits, including dozens of sites for individual museums and railways, as well as state and regional sites. I had to read carefully to pick out the sites that covered the US and Canada. Several of these did not appear until the fifth or sixth Google page. As the list below shows, most of the sites that claim to cover all of North America miss many of the attractions that appear in the two guidebooks.

While the guidebooks specialize only in museums and tourist railroads, the websites are sub-sections of larger, general interest rail or tourism sites. Unlike the guidebooks, most of the sites are simply lists of links, with no descriptions of the attractions. Several list museums separately from tourist railroads, and also separately from dinner trains. In those cases, multiple downloads were required to access all the attractions. Some sites list the museums and railroads alphabetically, rather than by state or province, which further reduces their user friendliness.

Only two sites exceed the guidebooks' numbers of listings. The most comprehensive is Trainweb.com, although my Google search didn't take me there. Instead, it found subsidiary sites [www.Railmuseums.com](http://www.Railmuseums.com) and [www.Touristrailways.com](http://www.Touristrailways.com), which together contained 599 listings. Later I discovered that there is also [www.dinnertrains.com](http://www.dinnertrains.com) under the same umbrella, and that raises the number of listings to 661, by far the most of any resource. Further, all three sites provide a short narrative description of each museum, railroad and dinner train. The narratives are much shorter than those in the guidebooks, but are the longest on any website.

Ironically, one of the best online sites didn't show up on the Google search. It's on the TRAINS magazine website [www.trainsmag.com](http://www.trainsmag.com). Click on Resources at the extreme top of the page, then on Railroad Attractions. There are 601 listings. This is the only website I found that displays the complete list of museums and tourist railroads in one place, without separate searches.

In declining order of the number of links listed, here are the other sites.

#### Rail USA

[www.Rail Site Directory](http://www.Rail Site Directory)

[RailroadData.com](http://RailroadData.com)

General rail interest link site. Tourist railroad and museum buttons together list 532 Canadian and US links.

#### Silver Rails

[www.silverrails.net](http://www.silverrails.net)

General rail interest link site. Links with short narratives. 391 museum and tourist railway links. Canadian and US.

#### Railresource

[www.railresource.com/content/?page\\_id=8](http://www.railresource.com/content/?page_id=8) Alphabetical List of tourist railroads and museums for Canada and US. 270 listings, but only 218 links.

#### Railtrip.com

List of links. Separate buttons for tourist railways, museums, excursions and dinner trains, for a total of 260 links.

#### Railroad.net

[www.railroad.net/forums/viewtopic.php?t=9437](http://www.railroad.net/forums/viewtopic.php?t=9437) List of tourist railroads and museums in the United States only. 182 Links, in alphabetical order.

#### Routes International

<http://routesinternational.com/touristtrains.htm> General travel site with links pages. 140 US and Canadian links.

#### American Rails.com

[www.american-rails.com](http://www.american-rails.com)

General railroad interest site, with separate buttons for tourist railroads and museums. List of 74 links, by region, also by state. No Canadian links.

#### Wikipedia

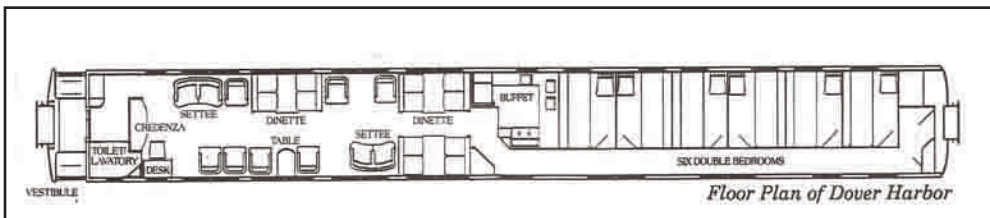
[wikipedia.org/wiki/List\\_of\\_railway\\_museums](http://wikipedia.org/wiki/List_of_railway_museums). 63 United States and Canadian entries. Each link goes to an extensive Wikipedia article. Wikipedia's tourist railroad site is titled Heritage Railways and is only a generic essay on the topic. There is no link list or specific articles.

#### Which is better?

Being an older guy who predates computers, I may be biased, but I prefer the guidebooks. It took extensive searching online (including manually counting lists of links) to determine which website had the most listings, and then it turned out to be three related but separate sites that required multiple

searches to find. Although the best site contained short descriptions of the attractions without clicking on the link, the descriptions were less informative than those in the guidebooks. The other websites were basically lists of links only. The guidebooks also list the links, but they give you much more info, including photos, before you have to

The Dover Series Cars (Plan #4015)		
Name	Location	Current Owner
Dover Bay	Baraboo, WI	Circus World Museum
Dover Castle	Scrapped 1959	
Dover Cliffs	South Plainfield, NJ	Jack Bennett
Dover Fort	Nelsonville, OH	Hocking Valley Railroad
Dover Harbor	Washington, DC	Washington, DC Chapter NRHS
Dover Hill	Scrapped 1961	
Dover Patrol	Jamestown, CA	Sierra Railroad Society
Dover Plains	Brodhead, WI	
Dover Strait	Union, IL	Illinois Railway Museum



**Dover Harbor is a six double bedroom/buffet/lounge owned and operated by the Washington DC Chapter NRHS. It has been largely restored to its 1934 appearance. Photos and diagram courtesy of the Washington DC Chapter.**



open the link. Most of the websites cover many fewer attractions than the guidebooks. Finally, I know that the guidebook publishers try to update each edition by actually contacting the railroads and museums. I'm not confident the webmasters do the same.

## DOVER HARBOR

The Washington DC Chapter NRHS owns and operates the classic heavyweight Pullman car Dover Harbor. The car recently hosted a reception where ARM and TRAIN representatives met with people from the American Short Line and Regional Railroad Association, American Association of Museums, National Trust for Historic Preservation and the Railway & Locomotive Historical Society to discuss future cooperative efforts.

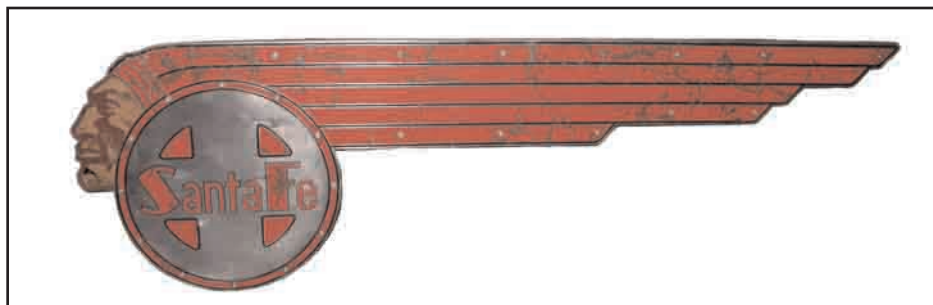
Dover Harbor was built by Pullman in 1923 as a combine baggage-library car named Maple Shade. The 81-foot, 80-ton car had a 4-section, 12-seat lounge, a barber shop and a 28-foot baggage area. It was painted in Pennsylvania Railroad colors and served name trains such as the Broadway Limited and Spirit of St. Louis for eleven years.

In 1934, the Maple Shade was rebuilt by Pullman into a six double bedroom/buffet/lounge floor plan and renamed Dover Harbor. There were nine cars in the Dover series, and surprisingly seven of them survive today. Air conditioning was installed. The car was repainted Pullman green and was assigned to the New York Central. In 1953 it was repainted in NYC grey.

1954 saw Dover Harbor assigned to the overnight Montrealer-Washingtonian, a joint operation of the Pennsy, New Haven, Central Vermont and Canadian National. Painted Pullman two-tone grey, the car was reassigned to the general pool from 1958 until its retirement in 1965. It was purchased by a private individual in 1967, then acquired by the Washington DC Chapter in 1979.

The Chapter has been restoring the car to its 1934 appearance ever since. It received roller bearings, controlled slack couplers, retention toilets and other improvements required by Amtrak. There is a new 39kw diesel generator and the car has been completely rewired. It is once again Pullman green.

Dover Harbor returned to service in 1982 and has become the Chapter's primary activity. It has traveled the entire country, including many trips on the Northeast Corridor, where it is qualified for 110 miles per hour. The Chapter runs frequent excursions and



**This iconic art deco emblem from a 1930-40s Santa Fe E unit was recently donated to the California State Railroad Museum. CSRM photo.**

actively solicits charters and on-car events while parked in Washington Union Station. It typically sees to up to 15 charter trips per year. From January through October 2010 it accumulated 7527 miles, down somewhat from the previous year. It is the only private car available for charter in Washington, DC. Its charter market competitors are located in New York, Charlotte and Jacksonville.

Dover Harbor's capacity is 24 people, which has limited it to smaller groups. To add capacity, the Chapter has acquired two lightweight ex-Pennsylvania 64-seat coaches (Budd 1949) from MARC, the Maryland commuter train operator. One is being rehabbed and made Amtrak compatible. It will be ready this year. The plan is to pair the high capacity coach with Dover Harbor, which will supply lounge space and food service. When funds are available, the other MARC car will be converted to a lounge.

Volunteers staff the car, and take pride in providing professional uniformed food, lounge and porter service. The Chapter has about 450 members, down from a high of 600 in 2004. Its annual operating budget is about \$250,000. Thanks to Chapter Vice President Kevin Tankersley.

## HERITAGE RAILNEWS

### Algoma Central

The Agawa Canyon Tour Train coaches, formerly the consist of the Winter Park Ski Train, are being rebuilt for the 2011 season. Besides the usual upgrades such as repainting, reupholstering and new floors, the windows are being enlarged. There are also a couple of electronic innovations that appear to be firsts. Head sets will play GPS-activated narration at different places along the line. A video camera mounted on the locomotive will transmit the view ahead to flat screen monitors throughout the train.

### Belfast & Moosehead Lake Railroad Preservation Society, Unity, ME

The last issue reported on the sale

of the Society's mostly-Swedish rolling stock to the Great Smoky Mountains Railroad. There's more to the story. The Society has also sold the four acres of property housing the Unity train station, completing its divestiture of railroad assets acquired in 1995. It is no longer in the railroad business.

The Brooks Preservation Society is a separate, unaffiliated organization. It has been running excursions on part of the B&ML.

### Boothbay Railway Village Boothbay, ME

Sandy River & Rangeley Lakes two-foot gauge caboose #551 (SR&RL 1904) has been acquired from the Maine Narrow Gauge Museum.

### Camp Pendleton Mechanized Museum

The United States Marines operate the Mechanized Museum at Camp Pendleton, California. The museum displays military vehicles and machinery and now includes a railroad component. The featured exhibit is former Santa Fe steel caboose #999403 (ACF 1928). The caboose was acquired by the Marines in 1991 and given a desert camouflage paint job. For the next two years, it was used on freight trains mostly in support of Desert Shield and Desert Storm. These trains operated from the main gate to various sites on the base. The caboose was used to welcome returning troops from Desert Storm and was part of the train carrying Iraqi war trophies onto Camp Pendleton just before the 1993 flood which wiped out most of Camp Pendleton's historic railway. The caboose is displayed along with an 80-ton diesel locomotive.

### Center for Railroad Photography and Art

The center has received the Trains Magazine \$10,000 preservation award. It will be used to preserve, process and present the Wallace W. Abbey collection of about 15,000 images. The collection, which includes photos from 1946 to 2000, was donated to the center by the Abbey family.

### Colorado Railroad Museum Golden, CO

T/RMQ likes to report on new and different events, and this one certainly fits that description. From 10 AM to 4:30 PM on January 15, CRM and Opera Colorado staged an event called "All Aboard! Dvorak Explores the New World". It included:

Lecture/Performances on Dvorak and his music throughout the day.

Arias sung in Czech from Dvorak's opera *Rusalka* were performed by sopranos from Opera Colorado's "Young Artist Program".

A student ensemble performing the "American string quartet" by Dvorak, highlighting his instrumental work.

Czech soup, bread and pastries

Train rides on the half hour.

This all came about because CRM Executive Director Donald Tallman is a professional singer on the side and he performed as well. The event attracted 875 people, including approximately 225 members of the Colorado Business Committee for the Arts.

### Cooperstown & Charlotte Valley Railroad, Cooperstown Junction, NY

Ridership for 2010 was 12,000, down 3.6 percent from 2009.

A \$38,000 Multi-Modal grant from the New York State Department of Transportation will fund rehabilitation

of the Milford yard, the railroad's operating base at the midpoint of its 16 mile line. Work is expected to happen in 2012.

On April 13 the railroad ran a special Dinosaur Train, based on the animated PBS children's television show. The train is a partnership with the Oneonta World of Learning and WSKG public television, Binghamton, NY.

### Electric City Trolley Museum Scranton, PA

The museum has received over 5000 photos from the estate of well-known Scranton photographer Ed Miller. They date as far back as 1937.

### Finger Lakes Railway Geneva, NY

The railway has canceled its regular scheduled excursion trains for the 2011 season. According to its website, "due to some uncertainties in the passenger market, much needed repairs of our passenger equipment, and an uptick in freight service, we will not be posting a comprehensive 2011 Passenger Schedule. Passenger trips may temporarily or occasionally operate on a case-by-case basis in 2011, but there is no guarantee at this time. If a trip is scheduled and is open to the public, it will be posted online, under Excursions."

### Fremont and Elkhorn Valley Railroad Fremont, NE

The railroad's 17-mile line from Fremont to Hooper, NE has been sold to Mike Williams of Richmond, Missouri-based Railroad Materials Salvage Inc. The deal includes the railroad's locomotives. The sale was done to raise sufficient revenue to pay off the railroad's mortgage and avoid a foreclosure. The railroad was able to retire all its debts. The depot museum, surrounding grounds, excursion rolling stock and two siding tracks leading to the depot were not included in the transaction.

The line's dinner train, initially part of the FEVR, split into a

separate private business in 1995. The operator hopes to continue leasing an engine and track from the new owner.

### Gold Coast Railroad Museum Miami, FL

The museum has created a new event that appears to be a first. The Whistle Stop Food Truck Rodeo brought twenty of Miami's most popular food trucks to the museum grounds in February. Visitors were invited to eat in a dining car and explore the museum.

### Halton County Radial Railway Milton, ON

Long-time member Dr. Gordon Shaw passed away in 2010. He willed his estate to the museum. The bequest has permitted the museum to retire the mortgage of the recently completed Car barn 4, with funds left over to further the restoration of Toronto streetcar #416 (Ottawa 1925), Shaw's favorite car.

Many museums and tourist railways have been around long enough to have seen one or two generations of volunteers and employees. When they die, it is only natural to want to commemorate them. Creating equitable memorials can be politically tricky. Halton County has found a solution, recently establishing a Member Remembrance Policy. For about 15 years there has been an informal "memorial grove" of trees on the grounds. The grove's role has now been formalized, and current members may nominate past members for memorials by filling out an application, to be approved by the Board of Directors. Memorials fall into three categories:

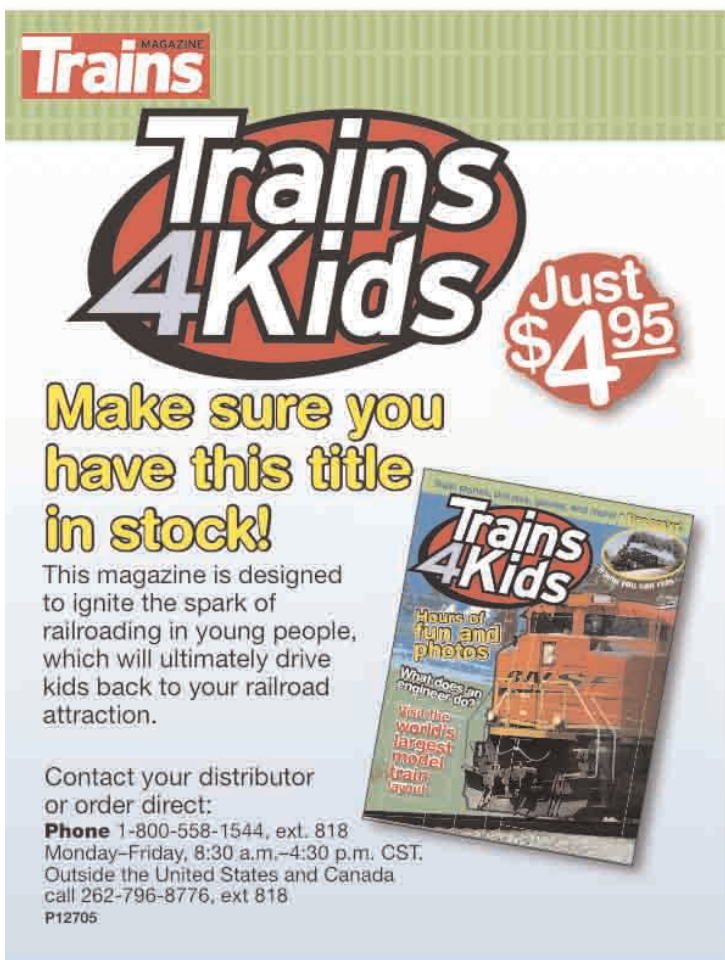
- Inscription of the main plaque in the grove.
- Trees planted in the grove with plaques under them.
- Benches inside buildings with small plaques on them.

### Hanford, WA Nuclear Site

Two Alco diesel switchers and two cask railcars that once hauled irradiated fuel across Hanford will be preserved and displayed at the historic B Reactor. B Reactor was the nation's first full-scale production reactor, built in 13 months during World War II as part of developing the atom bomb. Twelve other railcars are headed for a landfill.

Cars with heavily shielded casks to hold the radioactive fuel transported the reactor's irradiated fuel to central Hanford. The casks, made of 12-inch-thick lead clad with steel, were dropped into the water-filled fuel basin of B Reactor to be filled with irradiated fuel cooling there. Then the casks, with water added for cooling and shielding, were loaded into the double or triple wells of the cask railcars to make the trip to central Hanford.

Locomotives and cask cars



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continued to be used through the Cold War to carry irradiated fuel to processing plants in central Hanford from all nine plutonium production reactors. One of the cask cars that will be saved carries a horizontal three-well container and was built by Pacific Car & Foundry in 1944. The second cask car had a vertical container and was reportedly built by the Milwaukee Road in 1964.

#### **Hoosier Valley Railroad Museum North Judson, IN**

Interlake Iron Corporation 95-ton diesel #11 (General Electric 1952) has been rebuilt and repainted into its original color scheme.

#### **Houston Railroad Museum Houston, TX**

The bad news is now official. The museum has been evicted from its leased site and must move by early 2012. It is unclear where it will go, or if the relocation will be temporary or permanent.

#### **Illinois Railway Museum, Union, IL**

The museum has acquired Toledo Edison steeplecab electric locomotive #1 (General Electric 1923). It switched a power plant into the 1970s and went to the East Troy Electric Railroad Museum. East Troy sold the locomotive to IRM this year.

#### **Kentucky Railway Museum New Haven, CT**

During the May 2010 flood the museum's Model Train building had nearly four feet of water in it. As a result, the building will have to be demolished. Beside models, it housed maintenance and grounds equipment, the archives, offices, displays, crew room and public restrooms.

The TEA21-funded installation of a turntable is expected to be completed in 2011.

#### **Laramie Railroad Heritage Park, Laramie, WY**

In a joint project between the City of Laramie and the Laramie Railroad Depot Association, four dispersed pieces of rolling stock have been assembled into a typical plow train and placed on display next to Laramie's Union Pacific depot. The all-UP consist includes snow plow #900015 (UP Pocatello Shops 1953), 2-8-0 #535 (Baldwin 1908), a bunk car (Ralston Steel 1929) and CA-5 caboose #25232 (UP Omaha Shops 1951).

#### **Mad River & NKP Railroad Museum, Bellevue, OH**

Kemper Iron and Metal has donated two parcels of property to the museum. One is an open lot that the museum has used informally for years as a parking area. The other is the

original Kemper building. The plan is to take down its walls and convert it to a train watching platform.

Our industry has a deserved reputation as a male dominated activity, so your editor was surprised to find inside the Mad River newsletter a lilac colored sheet targeted at women. It announced a special fundraising Mische Bag party (these are handbags, apparently), with proceeds going to the museum.

#### **Michigan Transit Museum Mount Clemens, MI**

The museum has been given until August 4, 2011 to remove its rolling stock and other property from Selfridge Air National Guard base. The museum has stored most of its rolling stock in a small yard on the base. It uses the railroad spur that was built to access the base, and only about a quarter of that track is outside of the base itself and available for continued museum use. There is insufficient siding space off-base to accommodate the entire roster. US Air Force crane #C258 and its idler flatcar have been scrapped, along with a Grand Trunk Western baggage car that had been cut down to a flat car long ago. A temporary storage site has been found for Toronto PCC car #4601, which has broad gauge trucks.

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Heavy snow in the northeast last winter brought out the vintage plows. Above: Montreal #3152 (Canadian Car & Foundry 1925) clears the double track at Shore Line Trolley Museum. Below: Philadelphia & Western #10 (Wason 1915) does the honors on the Rockhill Trolley Museum's former East Broad Top Shade Gap branch. Shore Line and Rockhill Museum photos.



#### **Mid-Continent Railway Museum North Freedom, WI**

The museum recently suffered severe flooding, and has always had drainage issues. To reduce the risk of future flood damage, drain tile has been installed along the main and passing tracks, which have been raised. The depot platform had sloped toward the depot, causing the basement to flood. Platform drainage has been reversed to carry water away from the building. The narrow gauge storage building was damaged in the flood. It has been demolished and a new building will be erected this year.

Mid-Continent is bringing out a CD of railroad themed bluegrass songs, written by volunteer Ken Hojnacki. Titled *Steam and Steel: Songs of Railroad's Golden Age*, it was arranged and produced by Grammy winner Laurie Lewis, who has twice been named Female Vocalist of the Year by the International Bluegrass Music Association. The CD will be available in 2011. All proceeds will go to the museum's Steam Fund.

#### **Nevada Northern Railway East Ely, NV**

The railway has acquired a

locomotive that once operated locally, Steptoe Valley Smelting and Mining 0-4-0T #3 (Porter 1906). Privately owned, it first was located at the Western Railway Museum in Rio Vista Junction, CA, then was moved to the Niles Canyon Railway. The locomotive is currently disassembled.

#### **North Alabama Railroad Museum Huntsville, AL**

NARM joins the trend of museums thinning their collections. Southern heavyweight baggage car #498 (Pullman 1917) and Norfolk & Western wood caboose #X16 have been sold. On the market are Amtrak/Pennsylvania 60-seat coach #6072 (Budd 1947), Union Pacific sleeper American Rapids, and Chicago & Eastern Illinois troop sleeper #43573 (Pullman 1943).

#### **North Carolina Museum of Transportation, Spencer, NC**

The Spencer Shops Roundhouse and Turntable Transportation Museum has been named an American Society of Mechanical Engineers Historic Mechanical Engineering Landmark.

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

The museum is selling Norfolk & Western wood cupola caboose #518021 (N&W shops 1914). It is complete as it came out of railroad service, with cupola seats, three bunks, and kitchen facilities with two sinks and an ice box. The brake system is complete and was operational when last operated in 2002. The car has friction bearing trucks with good wheels.

#### **Northwest Railway Museum Snoqualmie, WA**

The museum has acquired Great Northern 1892 wood caboose #X101. It was retired in 1935, and given to a retired GN conductor. In the 1970s, Jack Hoover of Great Falls, Montana, acquired the caboose and restored it. He has donated it to the museum.

Weyerhaeuser diesel switcher #1 (Fairbanks-Morse 1951) has been rehabbed. The work included new upper piston rings and special oil control rings, motor work, auxiliary generator repairs, a new voltage regulator, plus body work and a new paint job.

#### **Orange Empire Railway Museum Perris, CA**

For some time the museum has been raising funds to construct a library building. Recently two major six figure donations, plus numerous smaller ones have brought the building fund to 80 percent of its goal, enough to begin construction. The library will be named for Thomas F. Grose, one of the major donors. The library plaza will be named for the late Thomas A. Nelson, a longtime museum member whose family made the other large donation.



### **Oregon Coast Scenic Railroad Garibaldi, OR**

McCloud Railway 2-6-2 #25 (Alco 1925) has been sold to the Oregon Coast Scenic.

### **Oyster Bay Railroad Museum Oyster Bay, NY**

The Long Island Rail Road has donated its simulator that trained engineers in the operation of the now-retired M-1 multiple unit cars. The museum also recently dedicated its restored turntable.

### **Pennsylvania Trolley Museum Washington, PA**

The new Visitor Education Center addition to the restoration shop opened on April 1. The building and the original car house have received a dry pipe sprinkler system. The car house dirt floor will be paved this summer.

### **Proctor Historical Society Proctor, MN**

The 1927 car shop superintendent's office in the former Duluth, Missabe & Iron Range Proctor yard has been sold to the Proctor Area Historical Society for \$1. The office will house a museum, after being moved to a site on Highway 2 where 2-8-8-4 #225 (Baldwin 1941), is currently displayed. Proctor has always been a railroad town, with a major engine terminal and ore sorting yard.

### **Railroad Museum of Pennsylvania Strasburg, PA**

The Friends of the Railroad Museum of Pennsylvania has been awarded a \$60,000 grant from the Norfolk Southern Foundation to improve its archives. The money will purchase additional new work stations in the archives and archives annex, acquire a book copier, a scanner and a microfilm reader, install additional shelving and install improved network wiring, storage server and data backup of the Friends local access network. The additional work stations will allow museum volunteers to more readily process and catalogue library and archival collections.

Installation of a geothermal heating and cooling system is now underway. The \$6 million capital project is funded by the Commonwealth of Pennsylvania. "Currently, the dramatic changes in temperature in Rolling Stock Hall over the course of a year vary as much as 70 degrees," explains museum director Charles Fox. "This is particularly hard on our wooden trains and fragile artifacts. With the installation of the new geothermal system, we will be able to keep the collections at a relatively stable temperature and humidity level, which will allow us to preserve them indefinitely."

"This project involves the

renovation of portions of the Museum's existing and outdated HVAC system as well as the installation of a new geothermal heating and cooling system for Rolling Stock Hall, most of which has never had any environmental controls at all," Fox states. "In addition to new air handling and environmental equipment, approximately 125 geothermal wells will be drilled on the property to provide the necessary heating and cooling functionality for the structure. The roof of Rolling Stock Hall also will be rebuilt and insulated, and new skylights will be installed to maximize energy efficiency and natural lighting. New energy efficient, insulated doors will replace the current rollup doors at the west end of the hall."

### **Rockhill Trolley Museum Rockhill Furnace, PA**

The museum has acquired New Jersey Transit PCC car #6 (St. Louis 1946). It was built as #325 for the Twin City Rapid Transit and was retired from the Newark Subway in 2001.

### **Smithsonian Institution Washington, DC**

In 2012, the Smithsonian will begin construction on the Washington Mall of a new National Museum of African American History and Culture, to open in 2015. The museum has just been awarded a \$222,128 Save America's Treasures Grant to restore a Jim Crow passenger car.

### **Steam Railroading Institute Owosso, MI**

The Institute has received a \$346,104 federal Transportation Enhancement grant toward the 15-year

mandated rebuild of Pere Marquette 2-8-4 #1225. The project budget is \$523,000. The Michigan State Trust for Railway Preservation also is providing \$176,896 in matching funds. Previously, \$120,000 had been raised.

### **Tennessee Valley Railroad Museum Chattanooga, TN**

Norfolk Southern has donated the 110-foot turntable from Pegram Shops in Atlanta. The table had been transported to Chattanooga several years ago for possible use at DeButts Yard, but recently the railroad decided to dispose of it.

By now everyone probably knows that Southern 2-8-0 #630 (Alco Richmond 1904) has been returned to steam, but did you know the museum built a new tender for it? The old tender tank was beyond repair. A larger tender would extend the engine's range. Southern 2-8-2 #4501 had received a new, larger tender in the late 1960s, and its old tender was available for re-use. It too needed a new tank, which the museum shop fabricated.

Here's a different take on a Halloween activity, as described in the Smoke & Cinders newsletter. "While searching for a family-friendly, 'gentle thrills' Halloween activity, it was decided to try a fun house, not a haunted house, built inside a portion of TVRM's East Chattanooga warehouse. The fun house included 20 different rooms and areas decorated with autumn and whimsical themes with special lighting, background sounds and many surprises. The experience began with an evening train ride to the warehouse. The fun house looks like a depot on the outside. Attendees entered into the

**Orange Empire Railway Museum has completed its restoration of Southern Pacific U25B #3100 (GE 1963). Dave Althaus photo, courtesy OERM.**





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station area with pot belly stove and ticket windows. Interaction was provided by small push button electronic boxes cued with sound effects. Upon exiting the depot, the tour continued into a library area, followed by a bedroom, closet, hallway (lined with cockroaches) and a dining room with fireplace. A screen door then opened into a large cemetery with comical tombstones. Several ribbon mazes and disco light rooms were on the tour as well as a mirror room, painted clown room, a series of mini color rooms plus a railroad room with a flashing crossbuck signal. After exiting the funhouse, visitors were treated to an indoor six-hole miniature golf course illuminated by black lights. Over six nights, a total of over 1000 riders participated. Plans are to adapt the area for a daytime Christmas activity called Home for the Holidays.

### **Virginia & Truckee Railroad, Carson City, NV**

3.5 miles of Carson River frontage totaling 419 acres has been acquired for \$3.1 million by a partnership of the City of Carson City, the Nevada Land Conservancy, the Commission for the Reconstruction of the V&T Railway and private landowner John Serpa. The purchase opens the door to extension of the rebuilt V&T toward the east edge of Carson City.

### **Whitewater Valley Railway Connersville, IN**

The city of Connersville has donated .9 acre of land, needed by the railroad for a future shop complex.

### **West Coast Railway Museum Squamish, BC**

Who says a dinner train has to move? The museum is now offering premium priced rail dining on its 1890 Canadian Pacific business car British Columbia. The car sits inside the new

roundhouse/conference center and never moves. For now the dining party is restricted to six people. That will double soon when the same service is extended to CP business car Alberta.

### **Western Pacific Railroad Museum Portola, CA**

The Kent Stephens collection of some 150 boxes of research materials on northern California logging railroads has been donated to the museum.

For the first time, the museum is charging admission. This is the result of two parallel studies by a museum committee and by the Harvard Business School Community Partners, an organization of Harvard graduates dedicated to assisting non-profit groups. Both studies found that charging admission was the norm.

### **Wiscasset, Waterville & Farmington Railway Museum, Alna, ME**

The museum's annual fund drive raised over \$54,000 in 2010.

## **RAILWAY HERITAGE CALENDAR**

Compiled by the NRHS

May 7 & 8, 2011 The East Broad Top  
Railroad National Historic Landmark  
Opening Day Weekend & Mother's  
Day Dinner Train

Location: 421 Meadow St., Rockhill  
Furnace, PA 17249

Time: Window open 10am-4:20pm.

Trains run 11am, 1pm & 3pm.

Mother's Day Train Sunday May 8th.

Reservations are required.

Event Type: Event

For more information visit

[www.ebtrr.com](http://www.ebtrr.com) or call 814-447-3011

Event status is firm.

May 12 - 14, 2011: Pennsylvania  
Railroad Technical & Historical  
Society Annual Meeting  
Location: Columbus, OH  
Event Type: Annual Meeting  
Contact information: [www.prtrhs.com](http://www.prtrhs.com)  
Event status is firm.

May 28, 2011 Rockhill Trolley Museum  
Opening Night

Location: 430 Meadow St. Rockhill  
Furnace, PA 17249

Time: 6:30-9pm

Event Type: Event

For more information visit

[www.rockhilltrolley.org](http://www.rockhilltrolley.org)

Event status is firm

May 30, 2011 The East Broad Top  
Railroad National Historic Landmark  
will operate a Memorial Day Train  
gift/shop ticket window

Location: 421 Meadow St., Rockhill  
Furnace, PA 17249

Time: Window opens 10am-4:20pm.

Trains run 11am, 1pm & 3pm, speeder  
rides, M-3 & handcar rides 11am-  
4:30pm

Event Type: Event

For more information visit

[www.ebtrr.com](http://www.ebtrr.com) or call 814-447-3011

Event status is firm

May 14, 21 and June 4, 2011 The Old  
Dominion Chapter, NRHS - The James  
River Rambler

Location: Dillwyn Station - Dillwyn, VA

Event Type: Excursions

For more information visit

[www.odcnrhs.org](http://www.odcnrhs.org)

Event status is firm

June 2 - 5, 2011: Railway & Locomotive  
Historical Society 2011 Annual  
Meeting and Convention

Location: Elkins, WV

Event Type: Annual Meeting &  
Convention

For more information contact: David  
Pfeiffer. Email:

[dnjpfieffer@hotmail.com](mailto:dnjpfieffer@hotmail.com); tel: (703)  
425-4685.

Event Status is firm.

June 17, 18 & 19, 2011 The East Broad  
Top Railroad National Historic  
Landmark will be hosting a special  
ragtime Weekend & Father's Day  
Dinner

Location: 421 Meadow St. Rockhill  
Furnace, PA 17269

Event Type: Event/Excursion

Reservations required for dinner train.

For more information visit

[www.ebtrr.com](http://www.ebtrr.com) or call 814-447-3011

Event status is firm.

June 18, 2011: Rockhill Trolley Museum  
Ice Cream Night

Location:



430 Meadow St. Rockhill Furnace, PA 17249

Time: 6:30-9pm

Event Type: Trolley Excursion

For more information visit

[www.rockhilltrolley.org](http://www.rockhilltrolley.org)

Event status is firm.

June 20 - 26, 2011: NRHS 2011

Convention

"Cascade Rails 2011"

Location: Tacoma, WA

Event Type: Convention

For more information:

<http://www.cascaderails2011.com/>

Event Status is firm.

June 22 - 26, 2011: Norfolk and Western

Historical Society 2011 Convention

Location: Norfolk, VA

Event Type: Convention

For more information: <http://nwhs.org/>

Event Status is firm.

June 25 - 26, 2011: Colorado Railroad

Museum - German Heritage Festival

Location: 17155 West 44th St. Golden,

Colorado

Event Type: Festival

For more information:

<http://www.coloradorailroadmuseum.org/>

Event Status is firm.

July 1, 2, 3, 4, 9 & 10, 2011 The East

Broad Top Railroad National Historic

Landmark A day out with Thomas

Location: 421 Meadow St. Rockhill

Furnace, PA 17249

Event Type: Excursion

For more information visit

[www.ebtrr.com](http://www.ebtrr.com) or call 814-447-3011

Event status is firm.

July 3 - 9, 2011: NMRA National

Convention

Location: Sacramento, CA

Event Type: Convention

For more information:

[www.x2011west.org](http://www.x2011west.org)

Event Status is firm.

July 4, 2011: Historical Museum at Fort

Missoula - 4th of July

Location: Bldg. 322, Fort Missoula,

Missoula, MT 59804

Event Type: Special Activities

For more information:

<http://fortmissoulamuseum.org/index.htm>

Event Status is firm.

July 9, 2011: Cape Cod Chapter of

NRHS

Celebrating West Barnstable Train

Station 100th Anniversary

Location: West Barnstable Train Station,

West Barnstable, MA

Event Type: 100th Anniversary

Celebration

For more information:

[www.capecodnrhs.org](http://www.capecodnrhs.org)

Event Status is firm.

July 10 - 15, 2011: NRHS RailCamp

Location: Steamtown National Historic

Site, Scranton, PA

Event Type: Student RailCamp

For more information:

<http://www.railcamp.com/offerings.htm>

Event Status is firm.

July 16, 2011 The East Broad Top

Railroad National Historic Landmark

Fireworks Dinner Train

Location: 421 Meadow St., Rockhill

Furnace, PA 17249

Event Type: Excursion - Reservations are required

For more information visit

[www.ebtrr.com](http://www.ebtrr.com) or call 814-447-3011

Event status is firm.

July 21 - 24, 2011: Rock Island Train

Festival

Location: Rock Island, IL

Event Type: Steam and Diesel rare

mileage train trips, river boat Cruises

and model train displays.

For more information:

<http://www.trainfestival2011.com/>

Train Festival 2011 is being produced by

Prestige Rail Marketing and sponsored

by the Quad Cities Convention and

Visitors Bureau and the City of Rock

Island. Portions of the ticket sales will

go to the Susan G. Komen Foundation

for breast cancer research.

Event Status is firm.

July 23 - 24, 2011: Colorado Railroad

Museum - Buffalo Bill Wild West

Days

Location: Golden, CO

For more information:

<http://www.coloradorailroadmuseum.org/>

Event Status is firm.

July 26 - 30, 2011 The East Broad Top

Railroad National Historic Landmark -

"High Iron University" in conjunction

with the Altoona Railroaders Memorial

Museum

Location: 421 Meadow St., Rockhill

Furnace, PA 17249

Event Type: Camp

There are a limited number of spots. For

more information visit [www.ebtrr.com](http://www.ebtrr.com)

or call 814-447-3011

Event status is firm.

August 6, 2011: Colorado Railroad

Museum: Colorado Wine & Music

Train

Location: 17155 West 44th Avenue,

Golden, CO 80304

Event Type: Excursion

For more information:

[www.coloradorailroadmuseum.org](http://www.coloradorailroadmuseum.org)

Event Status is firm.

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August 13, 2011 Rockhill Trolley  
Museum Homecoming  
Location: 430 Meadow St. Rockhill  
Furnace, PA 17249  
Event Type: Event/Excursion  
For more information visit  
[www.rockhilltrolley.org](http://www.rockhilltrolley.org)  
Event status is firm.

August 13, 14, 2011 The East Broad Top  
Railroad National Historic Landmark -  
Civil War Weekend  
Location: 421 Meadow St., Rockhill  
Furnace, PA 17249  
Event Type: Event/Excursion  
There will be a dinner train on Saturday,  
reservations are required. For more  
information visit [www.ebtr.com](http://www.ebtr.com) or call  
814-447-3011  
Event status is firm

August 20, 2011: C&IM Chapter, NRHS  
Loco-Motion Cruise-In  
Location: Chatham Railroad Museum,  
100 North State St., Chatham, IL  
Event Type: Event  
\$5.00 to enter a vehicle  
Event Status is firm.

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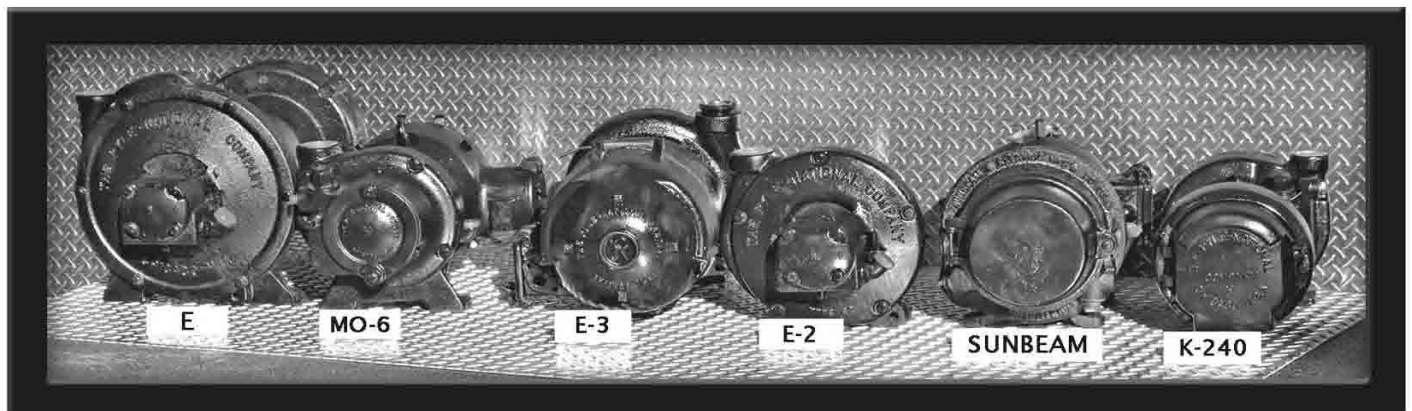
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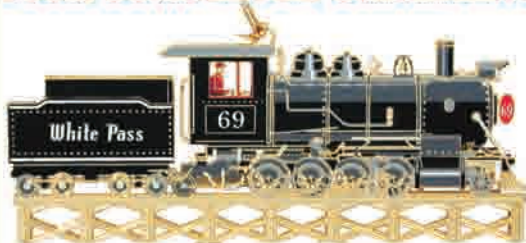
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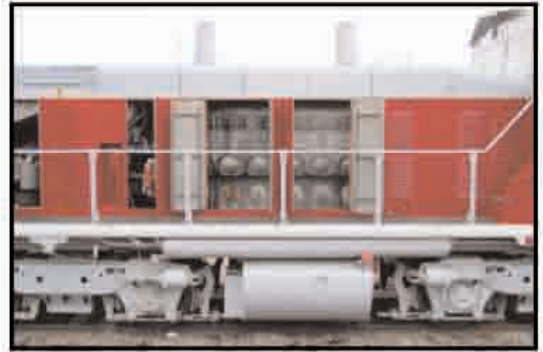
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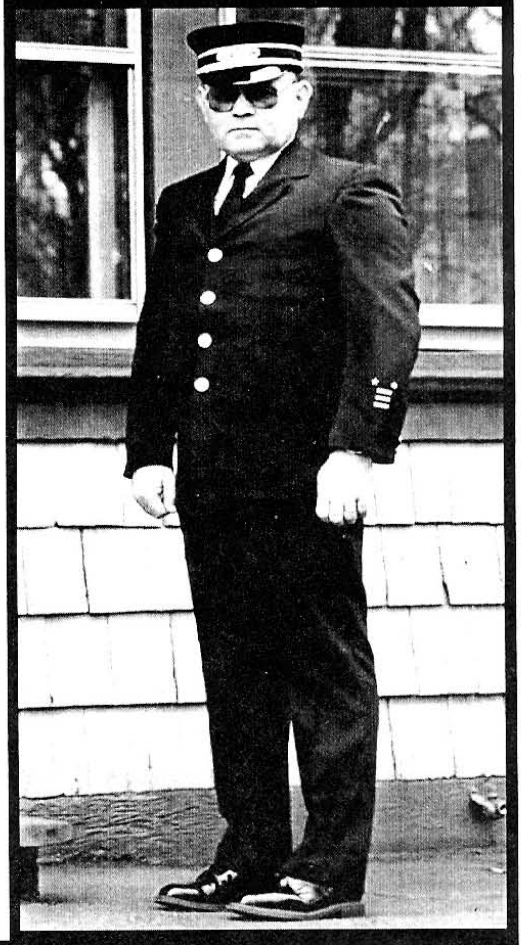
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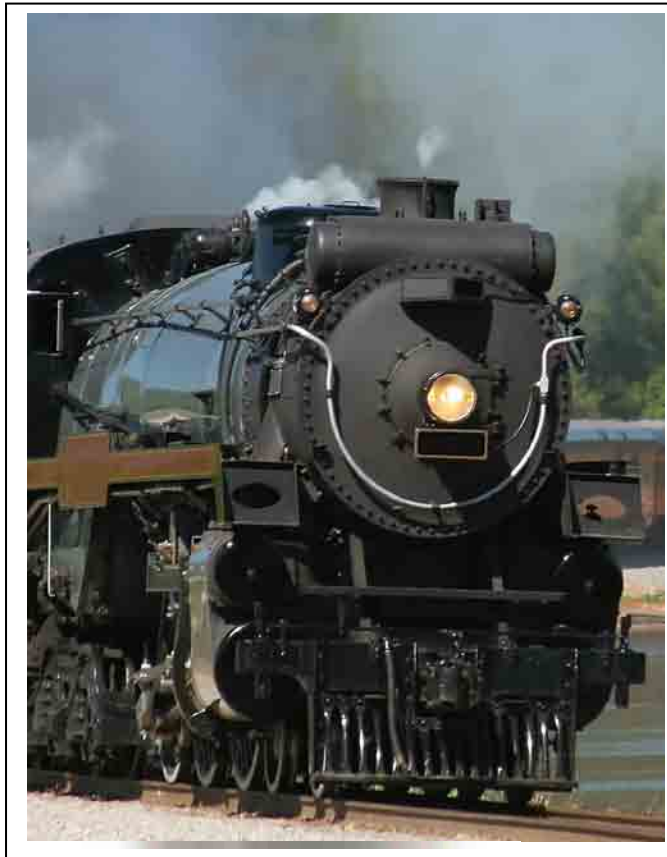
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