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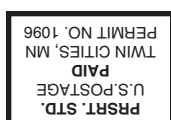
Number 9

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and the Association of Railway Museums

Summer 2012



The Pennsylvania Rail Road built open platform coach #3736 at its Altoona Shops in 1886. In 1919 it was sold to Arkansas shortline Dardanelle & Russellville, then to Rockdale, Sandow & Southern in Texas and became a Jim Crow combine, with segregated seating for whites and African Americans. It survived as a movie prop for 20th Century Fox, before retirement to the Pacific Southwest Railway Museum. This year Ted Kornweibel and crew completed a long and difficult restoration, creating a beautiful but thought provoking teaching tool. Read the whole story on page 15. John Gibbins photo.



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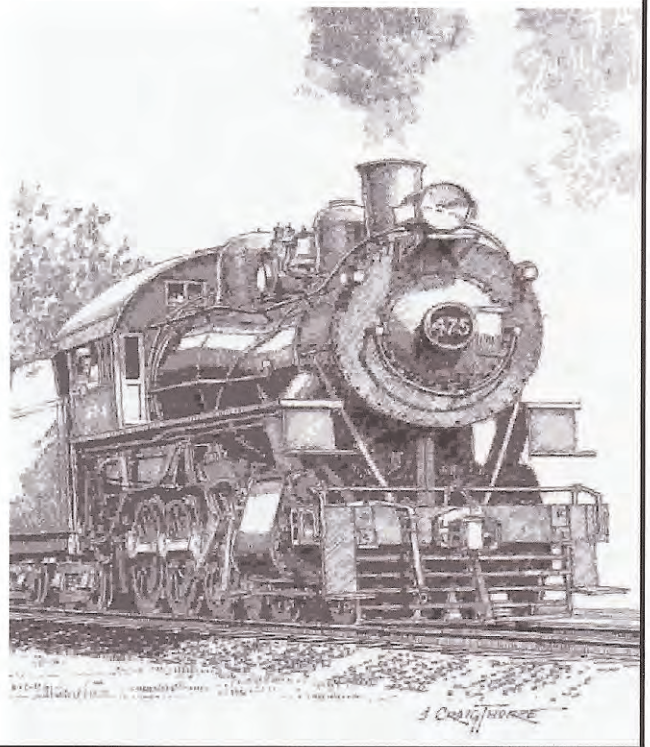
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***McRAIL is pleased to have played a major role in
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Bob McCarthy

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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, P. O. Box 1189, Covington, GA 30015, or email to scg@lagniappeassociates.com.

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

TOURIST RAILWAY ASSOCIATION

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

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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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2012 Railway Heritage Preservation Conference

Tourism Montréal

This is your invitation to attend the 2012 Railway Heritage Preservation Conference which will be held in Montreal, Quebec, Canada. The conference will be hosted by Exporail, the Canadian Railway Museum from November 5 to 10, 2012.

The 2012 Railway Heritage Preservation Conference is the joint conference of the Association of Railway Museums (ARM) and the Tourist Railway Association Inc. (TRAIN).

VOTE TO MERGE

This is a very important conference. On Thursday morning, November 8, 2012, the membership of both ARM and TRAIN will hold a business meeting and formally vote to merge the two associations into a new entity, The Association of Tourist Railways and Railway Museums Inc.

THE PROGRAM:

Two days of pre-conference tours are planned. Monday November 5 we will ride the Orford Express gourmet lunch train through Quebec's beautiful Eastern Townships. On Tuesday we will travel by VIA Rail Canada to Ottawa where a full day of activities are planned. The conference itself begins on Tuesday evening, November 6 with a Meet and Greet and trade show. An informative and exciting program is planned. In keeping with the theme Making the Past Relevant for Tomorrow, our Conference will be forward looking and structured along three sub-themes - Administrative, Railroad and Trolley. An exciting banquet will wind things up on Saturday evening.

KEYNOTE SPEAKERS

- Barry Lord, Co-President, Lord Cultural Resources - Planning and Design of Museums
- Mr. Stephen Davies MBE, Director National Railway Museum, York, UK - Broadening the Appeal and Relevance of Railway Museums
- Mr. Daniel Nobert, Senior Equipment Manager, VIA Rail Canada - VIA's Head End Power (HEP) and Re-manufacturing program, including Budd Cars

FULL CONFERENCE INFORMATION IS ON OUR WEBSITES

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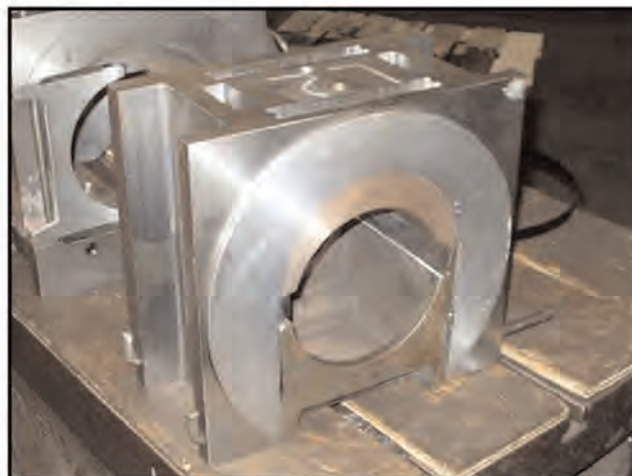
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ENHANCEMENT FUNDING REDUCED

By Aaron Isaacs

Since 1992, Federal Transportation Enhancement (TE) has been the single largest source of funding for railway preservation. As part of the recently passed transportation bill dubbed MAP-21, TE funding has survived, but in a reduced form subject to more restrictions. Cuts occur under three parts of the new law.

1. For starters, it's no longer called Transportation Enhancement. The new law combines quite a few programs. TE is now part of the Transportation Alternatives Program, along with the Safe Routes to Schools and Recreational Trails programs. In fiscal 2011, these three together amounted to \$1.2 billion. Under MAP-21, they have been reduced to \$800 million per year, a cut of 33 percent.

2. Under the old law, at least 85 percent of TE funds had to be spent on TE projects. Under the new law, half of the Transportation Alternatives money can be diverted for other transportation purposes. That means advocates for TE-type projects must defend them at the state and local level, where there will be pressure to backfill underfunded road or transit projects.

3. The old law listed 12 categories of projects that could compete for TE funding. Railway preservation qualified in five of them:

- Scenic or historic highway programs, including the provision of tourist and welcome center facilities. Quite a few historic depots were restored in this category.

- Historic preservation

- Rehabilitation and operation of historic transportation buildings, structures, or facilities. This category has included rolling stock restoration.

- Preservation of abandoned railway corridors. Seldom used by museums, but available for acquiring a railroad.

- Establishment of transportation museums

Under the new law, railway preservation qualifies in only two categories:

- Historic preservation, rehabilitation and operation of historic transportation buildings, structures and facilities.

- Preservation of abandoned railway corridors.

In some ways, the reduction in categories isn't as bad as it sounds, because the old categories overlapped so much. Railway museums should still be able to compete for grants to preserve, rehabilitate or operate historic track, buildings and rolling stock.

However, elimination of the transportation museum category will make it harder to fund new museum facilities. The challenge for museums will be to convince grant evaluators to accept new buildings as crucial to the preservation of historic rolling stock and other artifacts. These decisions will be made locally, and I expect a wide range of interpretations of that language.

Bottom line: In the new law, railway preservation is down, but not out. We'll still be able to compete, but for a smaller piece of a smaller pie.

MINIMIZING RESTORATION COSTS

By Bernie Bisnette, Shop Manager,
Seashore Trolley Museum

*Reprinted with permission from the
Seashore Dispatch.*

I have to confess that a battle over cost rages in one's mind when performing a restoration: Is this a good decision? Can it be done another way? Is this even worth restoring or should it be replaced? Would it be faster to do this versus that? The questions run endlessly, most of them unanswered until you get to the next step. The greatest question is, "If I was donating money to this restoration, would I be satisfied with the outcome?" This is the question that drives the rest.

I had the lucky chance to attend the Grainger show in Orlando, Florida. 12,000 people attended from all types of industry and when they heard I worked for a non-profit they said..."Wow, that must be difficult." I explained to them the burden of making every dollar count. It's not cyclical money that continually replenishes...it's a one-way street and we have to make it go as far as we can make it go. So the quest begins to start better, to pick and choose the battles, and when to wait before attacking a project. I guess somewhere in it all one becomes a tactician in a battlefield. Anything we can do to make restoration more efficient cuts costs dramatically.

The first order of business has been to streamline operations. My 20 years of being a Marine may have paid off. During those years in aircraft maintenance we had to attend training, Six Sigma, Theory of Constraints and others. The first thing to do is remove waste from a process. A cluttered, disorganized shop is waste. Man hours are lost looking for items. A 75 cent bolt can cost \$2.00 really fast! And yes, \$2.00 can add up quickly over time.

A broken item or tool should not be stored in the working area. If it isn't cost effective to repair the item, remove

it to make room for what can be used. Perform preventative maintenance so the tools are ready for use at any given time. Arrange the shop equipment so that work can flow through the shop. Clear shelves to make room for what is important. Our electrical department has upgraded the electrical so outlets are closer to the work and long extension cords are not all over the floor. These are things that reduce cost and increase safety.

We have to balance cost with reality. What is worth keeping and what is not? The old vertical band saw in the shop has been removed. Why? Because parts are not available and the saw would not keep the blade tracking properly. Many people tried to repair it but it was becoming evident that repairs were no longer economical. It cost \$60 a blade and it would eat the blade within a week. It is more cost effective to buy a grinder for \$50 that comes with a one-year warranty. If the grinder burns up within the year it gets replaced for free and that one starts its year cycle.

Another area of importance is morale. Attitude. Creating a safe, clean working environment shows people we care about their health and well-being. It fosters pride in where we work and strengthens craftsmanship. The electrical department has established a lock out/tag out program which gives us the ability to shut down equipment that is not operational and prevent accidental usage that could hurt people or further damage the machine. Extension cords and air hoses are inspected and marked on a bi-monthly basis. It takes very little time to check for damage, but it becomes a good maintenance practice, which soon will turn into a habit.

We're trying to make smarter choices and create a safe working environment, while treating members donations as if they were our own.

BACKDATING A DIESEL

By Dave Althaus,
Orange Empire Railway Museum

*Diesels change over time, as this
reprint from the OERM Gazette
explains.*

Atchison Topeka & Santa Fe 98, our 1967 EMD FP45, will soon be one of our main projects and we are planning for its exterior refurbishment. The tentative decision is that it will be restored to its 1967 as-delivered configuration and numbered 108. Since 1967, it has been renumbered five times and had five different paint schemes. Of these, none have been as iconic as the

original red and silver "Warbonnet" scheme. From an operational point of view it runs fine. However, there is significant body damage due to rusted side battens and panels and the paint is in terrible condition.

ATSF 108 was renumbered to 5948 in March of 1970 while still in its original red and silver Warbonnet passenger paint. After the end of Santa Fe passenger service, the engine was repainted in the blue and yellow freight "Pinstripe" scheme, and later in the blue and yellow freight "Yellowbonnet" scheme. The number was changed to 5998 in August of 1982 while continuing to sport the Yellowbonnet. 5998 was repainted into the ill-fated Southern Pacific/Santa Fe "Kodachrome" merger scheme of scarlet and yellow around 1986, and then back into the Yellowbonnet after the merger was rejected. In July of 1989, the locomotive was one of two FP45s repainted into a modified version of the original Warbonnet scheme and renumbered 102. This event heralded the return of this classic scheme to the Santa Fe's premium freight trains. Our engine's number changed back to 5998 for just a few weeks in May of 1990, and then changed to its present number 98 also in May of 1990.

A proposal is being written to define the project and outline the steps

that we expect to take as we refurbish the locomotive back to its 1967, as built, configuration. One of the major tasks will be to replace the front pilot. A replacement snowplow pilot was installed in 1991 and our intent is to replace it with an original style flat plate pilot. None of those original pilots are available so we'll have to find the design drawings and fabricate one or measure one that still exists and copy it. This will be an interesting task because we typically aren't working with thick metal of that size.

The next physical change will be to add a red lens to the bottom of the upper headlight. We presently have two clear lenses, which isn't correct. The light behind the red lens will be rewired to only come on in case of an emergency stop. Unfortunately Santa Fe removed the wiring in that area when they installed the air conditioner systems. The air conditioner has been removed but the wiring is still missing. We will need to find a way to reroute new wiring for the red light.

The class lights were mounted to the outside of the number boards. Santa Fe also removed those and welded the holes shut. We will cut new holes and install replacement lights. However, the wiring for those lights needs to be reinstalled.

The horn was mounted right over

the top headlight. Santa Fe relocated the horn much further back on top of the locomotive. I've never seen absolute proof why they did that but have heard it was done to keep snow out of the horn. We'll relocate the horn back to its original position but are under the impression that the air piping was also removed when the air conditioner was added. We are going to cover the air conditioner opening inside the cab so will most probably have to run new pipes in order to relocate the horn.

The class lights on the rear of the locomotive were also removed. Their original location is very evident because the plug plates that were welded in are obvious. During my search for photographs, a particular one was uncovered with the photographer's name on it. The name was "Dave Dallner." I quickly checked with OERM member Dave Dallner, and sure enough, it was him. Furthermore, he had original photographs that he took of our locomotive when it was less than a year old. Even more amazing, he had one shot taken directly from the back of the locomotive showing the class lights. I had hunted world wide for a photo like that and then found it was owned by someone that I already knew. Amazing!

There may be a few other minor changes that we will have to make but so far nothing else of major importance has

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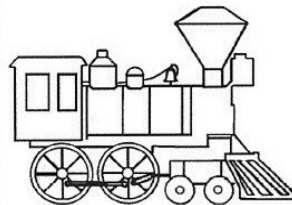
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shown up. The key will be to document the paint scheme so we can accurately reproduce the stripes and nose medallion. We have located the painting and lettering drawing. The folks that own the sister locomotive, ATSF 93, provided it to us.

We need to raise at least \$25,000 more to fund the project. The paint will all be fresh and it will be configured as it was when new in 1967. This locomotive was the last passenger engine Santa Fe purchased and is the only FP45 that still operates.

NRHS HERITAGE GRANTS FOR 2012

•Alexander Chapter NRHS, Hickory, N.C.: \$4,200 to finance the emergency crane lifting, move, and stabilization of two rare passenger cars from the West Virginia Midland Railroad.

•Bellefonte Historical Railroad Society, Bellefonte, Pa.: \$2,000 to provide roof repair materials to stabilize the roof of a Bellefonte Central Railroad caboose.

•Clinton County Arts Council / Clinton Northern Railway, St. Johns, Mich.: \$3,100 to repair and restore the exterior of a 1902 wooden sleeping car, the Sault Ste. Marie.

•Chesapeake Railway Association, Gaithersburg, Md.: \$1,500 to remove all asbestos insulation under the heavyweight Pullman solarium car Meadow Lark.

•Collis P. Huntington Chapter NRHS, Huntington, W.Va.: \$2,500 to repair and paint Chesapeake & Ohio 2-6-6-2 no. 1308.

•Washington D.C. Chapter NRHS: \$4,200 to fund the "Digital D.C. Railroad Heritage Project" consisting of an online museum of Washington, D.C.'s railroad history, an online process to submit and identify images and data of potential historical value, and an e-commerce function.

•Friends of the Cumbres & Toltec Scenic Railroad, Albuquerque, N.M.: \$2,000 to develop a standardized interpretive signage system for the 64-mile Cumbres & Toltec



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- Gold Coast Railroad Museum, Miami, Fla.: \$2,800 to restore interior paint and upholstery of the Ferdinand Magellan, the private car of four U.S. presidents.

- Monon Railroad Historical-Technical Society, Edinburgh, Ind.: \$2,500 for sandblasting, repairing and painting the exterior of 87-year-old Monon business car no. 2, Lynne.

- Nevada County Narrow Gauge Railroad Museum, Nevada City, Calif.: \$2,500 for the purchase of roof restoration materials for 109-year-old Lake Tahoe Railway & Transportation box car no. 4.

- Oklahoma Railway Museum, Oklahoma City, Okla.: \$1,000 to help fund the restoration of Rock Island caboose no. 17834, built in 1915.

- Oregon Black Pioneers, Salem, Ore.: \$2,500 to produce a traveling exhibit with the Oregon Historical Society on the history of African-American railroad workers in Portland from the 1800s to 1940s.

- Queen Anne's Railroad Society, Centerville, Md.: \$1,200 to fund the rehabilitation of the Pennsylvania Railroad freight station in Centerville, Md.

- Railway Restoration Project 113, Minersville, Pa.: \$1,500 to fabricate, insulate, and install jacketing on the

boiler of Central Railroad of New Jersey steam locomotive no. 113, currently being restored.

- New England Electric Railway Historical Society/Seashore Trolley Museum, Kennebunkport, Maine: \$3,800 to restore Bay State Street Railway car no. 4175 to operational status for its centennial in 2014.

- South Carolina Railroad Museum, Columbia, S.C.: \$2,500 to repair the museum's 1924 Pullman dining car, used for educational trips and public charters.

- Southampton Railroad Station Society, Southampton, Pa.: \$500 to repair the stone foundation on the Southampton's Philadelphia & Reading Railroad station building.

- St. Louis Chapter NRHS, St. Louis, Mo.: \$2,800 to cosmetically restore Wabash steam locomotive No. 573, one of only two surviving Wabash Railroad steam engines.

- New Mexico Steam Locomotive & Railroad Historical Society, Albuquerque, N.M.: \$1,000 to clean the boiler and smoke box of Santa Fe 4-8-4 No. 2926, now under restoration.

- Town of Pittsfield, Maine: \$3,300 to replace the roof of the historic Pittsfield railroad station, one of Maine's only original publicly accessible train stations operating as a transportation museum.

- Western Railway Preservation Society, Baker City, Ore.: \$2,600 to purchase trucks and couplers for a rare, wooden frame "Red Crown Gasoline" Zerolene tank car that once ran on Oregon's Sumpter Valley Railway.

CDOT SHARES TRACK MATERIALS

By Howard Pincus,
Railroad Museum of New England

Connecticut DOT is upgrading a freight-only track at West Haven for passenger service, replacing about six miles of rail. A new law requires CDOT to make State-owned track material available to go back into State-owned rail lines. The six miles of track was divided up, and RMNE's Naugatuck Railroad was assigned 3/4 mile of the track. The Naugatuck was allotted 2400 relay ties, of which 1600 were in very good condition, along with 2800 loose tie plates. The rail and joint bars will be moved in September-October. After expenses, our cost per tie was about half of what relay ties go for. The other Connecticut museums (Danbury, Willimantic, Branford, Warehouse Point) were each allotted about 100 ties. Valley Railroad received about 200 ties.

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JIM CROW CARS AND RAILROAD MUSEUMS

By Ted Kornweibel, Pacific Southwest Railway Museum

The African American railroad experience is one of the most neglected chapters in railroad history and museum interpretation. To remedy this situation, three issues need to be addressed. Can this topic be highlighted without offense? Which museums should undertake this task? What resources are available for telling this story?

The first question is easily answered: Railroad history is not primarily about hardware ("counting rivets") but about the intersection between man and machine. There is little to railroad history without the human story or background or context. We would have no railroads without railroaders. As obvious as it may seem, this point often gets lost. And when we consider that the vast majority of museum visitors are not dyed-in-the-wool rail fans, and may never have ridden a train, what are they going to understand and take home with them, if not the human stories? And if we are to remain viable institutions, we must attract a new young generation. The popularity of Thomas the Tank Engine

proves the point: Thomas is not primarily a story about machines, but about the personalities who inhabit railroading. Even the locomotives are given names and character traits.

Which museums should give attention to the Black railroad heritage? All of them. I know this assertion will raise some immediate objections. There was certainly no unanimity when the Pacific Southwest Railway Museum in San Diego, where I volunteered as superintendent of restoration for 20 years, began restoring an ancient Jim Crow car from a Texas railroad. After all, PSRM's mission focuses on highlighting the railroads of the Southwest, particularly the Southern Pacific, Union Pacific, and Santa Fe. So why should a museum in California or Iowa or any other state feature this theme? Because black railroaders were all over the map, literally. Thousands of Pullman porters ran on lines traversing the Hawkeye State (and other states) as did at least as many dining car waiters, cooks, and chefs. Did black railroaders exist in California? Dining car workers and porters had crew bases in both northern and southern California. Data from the 1930 census reveal black railroaders residing in every state. Even were this not so, every museum attracts black visitors, and (I hope) would welcome more. Don't museums design

exhibits to capture the attention of visitors and attract new ones? Or are museums simply bone yards for obsolete equipment collected for the enjoyment of an aging in-group?

If you've agreed with me to this point, let's proceed to the third proposition. What are the resources to interpret this exciting chapter of railroad history? First, small artifacts. Many museums have collections of dining car china and silver plus Pullman artifacts like blankets, uniforms, caps, badges and buttons. Probably every museum has a collection of old track tools, suitable for illustrating the roles of black MOW laborers. These artifacts are a beginning, but there are many other roles to describe, like those of black brakemen, firemen, hostlers, truckers, shop and roundhouse laborers, and even a few engineers, conductors, and office workers. And this list isn't complete without noting black women who performed many of these roles during wartime. Photographs are the natural medium for highlighting this diversity of jobs and occupations. The Railroad Museum of Pennsylvania, California State Railroad Museum, Chesapeake & Ohio Historical Society, B&O Museum, Kansas State Historical Society, and the DeGolyer collection at Southern Methodist University, to



#3 arriving at the Pacific Southwest Railway Museum.

mention only the most prominent, have tens of thousands of photographs. I culled through these and many smaller collections, ending up with over a thousand images of black railroaders. I also bought a number of stunning photos on eBay. Almost 300 of these images are published in my recent book, *Railroads in the African American Experience: A Photographic Journey* (2010), and my photographs and research materials have been donated to CSRM for public use.

It doesn't make sense for every museum to create a unique photo exhibit on black railroaders. Shared exhibits are the answer, both from manpower and cost perspectives. At the Pacific Southwest Railway Museum, we created two four-sided kiosks, each side 4' x 8' in size. The panels depict eight major themes in the African American railroad experience: dining car crews; firemen and brakemen (and a handful of engineers and conductors); coach and Pullman porters; shop, yard, roundhouse, and office workers; slavery, convict labor, and MOW workers; black women railroaders; segregation and railroad racism; and black railroaders' communal lives. The total number of images is over 100 photos. Every image was given Photoshop treatment and saved as a high-resolution Tiff file. Individual prints were made at Costco, ranging from 5" x 7" to 11" x 14." Even the latter size cost only three dollars, and orders were processed in most cases in two hours. Printing captions cost next to nothing. The biggest expense was having each photo and caption dry mounted on Gator foam core board. Gator board is available in a variety of thicknesses, from 3/16" up to 2"; the greater the thickness, the greater protection from warping. The total cost

for around 100 photos and an equal number of captions, dry mounted and ready to display, came to about \$1,500. This prototype for an African American railroaders' exhibit could be reduced or even expanded to meet individual museums' objectives. Best of all, museums could easily share such exhibits if the images were attached with Velcro and not permanently fixed to a panel. Several museums have already expressed interest in such a cooperative effort, and I urge interested parties to contact the directors of interpretation or exhibits at the Roundhouse Railroad Museum (Coastal Heritage Society, Savannah), Railroad Museum of Pennsylvania, or California State Railroad Museum.

I've saved the most exciting exhibit idea for last: historic Jim Crow cars. Let me relate the experience of restoring the Pacific Southwest Railway Museum's Jim Crow combine, Rockdale, Sandow & Southern Railroad #3. Despite objections that the car was not within our "southwest mission" we made a convincing three-point case. Cars of this vintage and style were among the first passenger cars to reach San Diego in the 1880s. Regarding the discrimination chapter of black history, both the Santa Fe and SP attempted to segregate black passengers in California. And underscoring the car's southern California roots, RS&S #3 was sold to 20th Century-Fox movie studios in 1945 and "starred" in a number of western and period films. Restoration of RS&S #3 proved to be a formidable, decade-long project. In fact, our initial intention was to simply slap some paint on the car to make it less of an eyesore to the public. But one thing led to another.

Author Kornweibel removing old moulding. Frank Stites photo.

RS&S #3 began life as Pennsylvania Railroad class Pf coach #3736, built in the PRR's own shops in Altoona, Pennsylvania, in 1886. Although we had no blueprints, we knew that a sister car existed, Pennsylvania Railroad class Pf coach #3556, displayed at the Railroad Museum of Pennsylvania. Class Pf coaches were utilitarian vehicles, with walkover seats and only one toilet, obviously providing neither comfort nor conveniences for long distance travel. They nonetheless showcase the skills and pride of nineteenth century car builders, with bronze grills, patterned colored clerestory glass, and many decorative wood embellishments.

PRR #3736 had a relatively short career on the Pennsy. All-wood cars were soon rendered not only obsolete, but dangerous with the introduction of steel cars in the early 1990s. When PRR class P-70 steel coaches began to join the roster in 1908, the fate of wood cars was sealed. PRR #3736 was sold to a used equipment dealer in Birmingham, Alabama, which then sold it in 1916 to Arkansas short line Dardanelle & Russellville, which added a partition in the center to separate the races in two coach compartments. Twenty years later, in 1936, the D&R sold the car to Texas short line Rockdale, Sandow & Southern. (Both RS&S and D&R were owned by the McAlester Fuel Company.) Per the RS&S's instructions, D&R shop forces converted the divided coach into a Jim Crow combine before conveyance to Texas, with a baggage room occupying half the car, a wall between the baggage area and a black coach section seating eight passengers, plus a partition





The finished car. John Gibbins photo

separating the black and white compartments, the latter having seats for 22 white passengers. Windows in the new baggage room were blanked out with plywood panels. The sole toilet and drinking water dispenser were in the white section. Despite supposed guarantees in Texas' segregation laws, separate was not equal.

PSRM made the decision to restore the car to its 1936 RS&S appearance and configuration. This required no structural changes, since the movie studio kept it a combine. The restoration team of only four regular volunteers soon discovered that many parts were missing. Fortunately one of our octogenarian volunteers, Harold Whalen, was a wood and metal magician who cast many replica parts out of aluminum in his home-built forge, shaped other items in his home machine shop, and milled many new pieces of molding and trim in his home wood shop. We literally could not have completed the project, with the limited funds available to us, without Harold.

We learned a lot about nineteenth century all-wood car construction. The car's wood skeleton was both intricate and tight. Remarkably, there was almost no sag to the car, so we didn't need to tighten the truss rods. The biggest headache proved to be the car sides, alternating 6" and 18" wide, half-inch thick poplar panels. Each had split down the center, and each new "half" had warped badly. After a year of polyester putty patching and sanding,

we gave up. The cracks and valleys were simply too deep to hold the putty or to make a level sanded surface. We were forced to strip the car sides down to its framework and replace the poplar panels with birch plywood. Otherwise, exterior woodwork was mostly repaired, not replaced, although every window, both main and clerestory windows, had to be repaired before glazing.

A number of key parts were missing and had to be replicated professionally. One of the car's original Janney coupler knuckles was missing, and only after a long search was a foundry found in Youngstown, Ohio that could cast a new knuckle from the wood pattern expertly constructed by Harold Whalen. Another major hurdle was clerestory glass. The car has thirty long, narrow clerestory windows, fifteen on each side, each individual window having five cast glass panels with an aqua colored raised rosette pattern. Acrylic replicas were not translucent enough. Finally, a stained glass repair shop agreed to cast replacements. Half the originals were missing or broken, so we needed 75 new panels, at \$50 apiece. The other major missing items were the ceiling oil lamps. Someone at 20th Century-Fox had "liberated" them before the car came to us. Her sister car #3556 was no help. When it was "restored" before arrival at the museum in Strasburg, Pennsylvania, someone had installed double-font lamps where there was only one vent hole in the ceiling, for a single font lamp. With nothing to guide us except knowledge the lamps were made by Adams & Westlake, we looked in a

1880s A&W catalogue, picked the simplest single font ceiling lamp, and had reproductions made for \$1,250 each, using a mix of original and replica parts. The final major expense was re-upholstering the seats with an almost identical wine-red plush fabric.

Painting and lettering the car presented particular challenges. Despite years of diligent research, no photos of RS&S #3 had been located. Master painter Mark Gerdes (no relation to Bob) offered to paint the car for only the cost of materials, but what color was it? Finally, Ted Kornweibel's historian's hunch led him to call the public library in Marjorie, Texas and ask if there were any old timers in town who might remember the car. He was given a name and called a man who immediately said, "Do you mean that old wood passenger car painted a dark green, almost black?" He couldn't have described Pullman green any better. But he had no memory of how it was lettered. There we were forced to rely on deduction. Knowing that the Dardanelle & Russellville shop forces had remodeled the car into a combine and painted and lettered it before delivery to the RS&S, all for \$625, we assumed that they used the same stencils that the D&R's coaches were lettered with. So, with photos of D&R cars at hand, retired architect Larry Rose duplicated the font, had stencils made, and expertly lettered the Jim Crow car.

The total project cost was an amazingly modest \$25,000. Aside from a \$3,000 Railway Heritage grant from the National Railway Historical Society, the restoration team raised the



remaining \$22,000 by rattling donation cans in Museum visitors' faces and digging deep into their own pockets. The biggest contribution was 10,000 volunteer labor hours, easily worth a quarter million dollars, the vast majority of which represented the efforts of the four-man team.

The finished car was christened on February 25, 2012, in a gala ceremony, complete with champagne bottle broken on a journal box cover. Dignitaries representing the NRHS, R&LHS, and a variety of black organizations were on hand. The car and its accompanying eight-themed photo exhibit are now open to the public every weekend. The Pacific Southwest Railway Museum is now the premier location in the country for understanding the achievements and battles of black railroaders and passengers. For more information on the Museum, go to www.psrsm.org.

What has been the reaction to PSRM's Jim Crow car? How have African Americans viewed it? Over the last decade I've attempted to talk with every black visitor who has seen our car in the process of being restored. Only one person turned away: "I lived through this, and don't want to relive it again." I respect that point of view. But every other visitor has complimented the Museum for honestly and forthrightly telling a long-neglected and shameful chapter of American history. The local chapter of the National Association of Black Storytellers is enthusiastic about partnering with us next February in special Black History Month events. Members of San Diego county's black genealogical society are hard at work tracing their railroad ancestors. As word of mouth spreads, we expect more and more black visitors. And the newly-formed National Black Railroaders Historical Society is equally enthusiastic about our car and exhibit.

Fully preserved Jim Crow cars are rare, but others are candidates for accurate restoration and interpretation. There are only seven accurately interpreted and fully restored cars with partitions and original toilets intact. Besides Rockdale, Sandow & Southern partitioned combine #3 at the Pacific Southwest Railway Museum, the list includes Seaboard Air Line partitioned combine #259 at the Gold Coast Museum in Miami; Seaboard Air Line partitioned coach #821 at the Florida Railroad Museum in Parrish, FL; Chesapeake & Ohio partitioned combine #409 at the B&O Museum in Baltimore; Southern Railway partitioned coach #906 at the Tennessee Valley Railroad Museum in

Chattanooga; Southern Railway partitioned coach #1212 at the Southeastern Railway Museum in Duluth, GA; and St. Louis-San Francisco partitioned coach #759 at the Museum of the American Railroad's new facility at Frisco, Texas. A sad case is the second oldest (May 1883) surviving Jim Crow car, Frisco partitioned coach #563 residing at a city park in Rolla, Missouri. It is only open for public viewing by appointment with the Parks and Recreation Department. A lone rail fan volunteer, Marlin Malone, is attempting to preserve the car but faces an uphill battle with the interior in disarray, despite his valiant efforts.

Fifteen years ago, I published a list of surviving segregated cars: "Jim Crow Cars: A Brief History and Census," National Railway Bulletin 62 (4), 1997, pp. 4-21. I have updated that list (see the next page). What is most distressing is the utter ruin of a once beautifully appointed car, Georgia Northern #115 (later Central of Georgia #115). Two decades ago, it was in good condition, resplendent with Tiffany stained glass windows and mahogany paneling with floral inlays. It went to tourist line Eureka Springs & North Arkansas Railway where, through neglect, failure to keep it under cover, and squabbling among various parties, it deteriorated so badly that it was demolished down to its six wheel trucks in 2008. At least two other cars in my 1997 census have been scrapped. But there are still several cars which could have partitions replicated and be exhibited to tell the story of railroad segregation. Most if not all of these cars are deteriorating outdoors. I hope museums will realize that time is short for recovering these priceless examples of our flawed common history.

There is much opportunity to create new or expanded exhibits and attract new museum visitors. Special events like a black railroaders' reunion or Black Railroaders Month (February). Partnerships with local black history and genealogy organizations can be fruitful. Museums could collaborate to create traveling photo exhibits. It's not too late for the Smithsonian Institution Traveling Exhibition Service to reverse course and recognize the value and audience for such a photo display. I am available for consultation on any of these issues at kornweib@mail.sdsu.edu. It is my hope that many more Americans—railfans and non-railfans, casual visitors and railroad historians—will discover new insights from a serious foray into the black railroad experience.

Although many individuals supplied valuable information, I own a special debt of gratitude to Michael Brown and Marlin Malone.

Details of the finished car and the baggage section. John Gibbins photos.



SURVIVING JIM CROW CARS

The following list by Ted Kornweibel includes all surviving Jim Crow cars with their current owners, and, where known, their condition. Some have been gutted and are useless as potential exhibits. But others need only better or more honest interpretive signage to acquaint museum visitors with the cars' African American histories.

Atlantic Coast Line coach-baggage-dorm #102, Budd, 1940. First car in Champion consist (20 reclining seats for blacks per timetables). Gutted. For sale by private owner, Pennsylvania.

Atchison, Topeka & Santa Fe three-compartment steel heavyweight coach, # unknown. Derelict, no trucks. To be scrapped if private owner can't otherwise dispose of it. Belen NM.

Atchison, Topeka & Santa Fe drover's caboose #D938, built 1931; rebuilt as coach-baggage-caboose #2312 in 1942. Curtain separating one row of seats for blacks. Not identified as Jim Crow car on museum equipment list. Great Plains Transportation Museum, Wichita, KS.

Birmingham & Southeastern Railroad #500, Edwards Rail Car Co., 1923. Self propelled rail car. Privately owned, seeking museum lease, Montgomery, AL.

Central of Georgia partitioned coach

#541, ACF 1947. Partition removed, toilets reconfigured. Friends of the 261, Shoreview, MN.

Central of Georgia partitioned coach #542, ACF 1947. Partition removed, toilets reconfigured. Friends of the 261, Shoreview, MN.

Central of Georgia partitioned coach #527, ACF 1947. Identified as Jim Crow car on museum equipment list. In IC colors for City of Miami pool service, stored pending restoration. Southeastern Railway Museum, Duluth GA.

Chesapeake & Ohio wood combine #409, ex-Hocking Valley #44, Pullman, 1900. Restored and exhibited as Jim Crow car. B&O Museum, Baltimore

Chesapeake & Ohio combine #458, Bethlehem Shipbuilding Corp., 1926. Not identified as Jim Crow car on society equipment list. C&O Historical Society, Clifton Forge, VA.

Chicago, Rock Island & Pacific wood partitioned coach #99, Pullman, 1900. Toilets missing but otherwise restored. Private ownership, open by appointment, Black River Falls, WI.

Dardanelle & Russellville wood combine #12, built Pennsylvania Railroad, 1891. Unrestored. Shasta Cascade Rail Preservation Society, Redding, CA.

Georgia Northern Railway combine #38, American Car & Foundry, 1914. Later in work train service for Alton & Southern Railroad. Owned by Throneateska Heritage Foundation,

Albany, GA. At Roundhouse Railroad Museum (Savannah) for restoration.

Georgia Railroad partitioned coach #67, built Georgia RR, 1911. Modified after railroad use for residence, then office. Partitions but little else remain. Identified as Jim Crow car on museum equipment list. Roundhouse Railroad Museum, Coastal Heritage Society, Savannah.

Illinois Central partitioned coach #2804, rebuilt as IC #2276, Pullman, 1925. Partition removed, otherwise restored. Identified as Jim Crow car on museum equipment list. Illinois Railway Museum, Union, IL.

Kansas City Southern lightweight partitioned coach #246, later #262, ACF, 1956. Sold to Long Island Railroad, then to private owner (unknown).

Louisville & Nashville wood middle baggage compartment combine #665, ACF, 1907. Restored once but since deteriorated. Not displayed as Jim Crow car or open to public. Kentucky Railway Museum, New Haven, KY.

Louisville & Nashville streamlined partitioned coach #3262. Interior condition unknown. Private car excursion operator, Nashua, NH.

Missouri & North Arkansas RPO-passenger combine #57, St. Charles Car Co., 1894. Used as Jim Crow car, later on ground as residence. Derelict but restoration planned. Owned by city of Bald Knob, AR.

Missouri-Kansas-Texas partitioned

coach "New Braunfels," Pullman-Standard, 1954. Partition removed, but identified as Jim Crow car on museum equipment list. Houston Railroad Museum.

Norfolk & Western partitioned coach #512, Pullman-Standard, 1949. Partition intact, but door missing. Owned by Roanoke Chapter, NRHS; leased to North Carolina Transportation Museum, Spencer.

Norfolk & Western combine #1506, to Carolina Southern Railroad.

Norfolk & Western partitioned coach #1662, Bethlehem Steel, 1917. Remodeled 1942, two partitions creating separate passenger compartments at each end, smoking compartment in middle for both races. Partitions intact, but windows broken, interior trashed. Virginia Museum of Transportation, Roanoke.

Richmond, Fredericksburg & Potomac coach #856, Budd, 1947. Straight coach, interchangeable "colored" and "white" signs discovered in restoration, but removed. Private ownership, Dennison, OH.

Richmond, Fredericksburg & Potomac coach #857, Budd, 1947. Straight coach, interchangeable "white" and "colored" signs missing. Tennessee Valley Railroad Museum, Chattanooga.

Rockdale, Sandow & Southern wood partitioned combine #3, built Pennsylvania Railroad, 1886. Oldest fully restored and accurately interpreted Jim Crow car. Pacific Southwest Railway Museum, San Diego.

Seaboard Air Line partitioned combine #259, Pullman, 1913. Fully restored and interpreted as Jim Crow car. Gold Coast Railroad Museum, Miami.

Seaboard Air Line partitioned coach #821, ACF, 1925, ex L&N 821. Partition and four toilets intact. Identified as Jim Crow car on museum equipment list. In summer 1912 excursion train consist on

weekends. Florida Railroad Museum, Parrish, FL.

Southern Railway partitioned coach #905, ex CofG #506, Pullman, 1925. Partition removed, seats missing, but four toilets remain. Private owner interested in selling. Warm Springs, GA.

Southern Railway partitioned coach #906, ex-Central of Georgia #528, originally CofG #623, Pullman, 1925. Partition and restrooms intact. Identified as Jim Crow car on museum equipment list. Tennessee Valley Railroad Museum, Chattanooga.

Southern Railway partitioned coach #907, ex-Central of Georgia #543, ACF, 1947. Partition gone but separate restrooms remain. Identified as Jim Crow car on museum equipment list. Tennessee Valley Railroad Museum, Chattanooga.

Southern Railway partitioned coach #1200, orig. #1600, Pullman, 1928. Restroom lounges for whites; white men's restroom located at middle of car, forming partition, as modernized in 1940. To be restored for new National Museum of African American History and Culture, Washington, D.C.

Southern Railway partitioned coach #1204, Pullman, 1928. Partition and toilets gone. Rio Grande Scenic Railroad, Alamosa, CO.

Southern Railway partitioned coach #1206, Pullman, 1928. Formerly at Mississippi Railway & Transportation Museum, now defunct. Condition and location unknown.

Southern Railway partitioned coach #1208, Pullman, 1928. Guttled, now derrick/MOW #960418, Bay Coast Railway, Cape Charles, VA.

Southern Railway partitioned coach #1209, Pullman, 1928. Condition undetermined. Tennessee Valley Railroad Museum, Chattanooga.

Southern Railway partitioned coach #1211, Pullman, 1928. Intact in good

condition although interior not open to public. Identified as Jim Crow car on museum equipment list. North Carolina Transportation Museum, Spencer.

Southern Railway partitioned coach #1212, Pullman, 1928. Partition added 1940. Open and exhibited as Jim Crow car. Southeastern Railway Museum, Duluth, GA.

Southern Railway partitioned coaches #1205, #1207, Pullman, 1928. To Carolina Southern Railroad.

St. Louis-San Francisco partitioned coach #514, Barney & Smith, March 1883. Partition missing, otherwise completely restored by private owner, Pine Bluff, AR. Oldest surviving Jim Crow car.

St. Louis-San Francisco partitioned coach #563, Barney & Smith, May 1883. Under shelter, but deteriorating; interior disheveled. Open by appointment with city Parks and Recreation, Rolla, MO.

St. Louis-San Francisco partitioned coach #759, ACF, 1912. Intact with partition, restrooms. Identified as Jim Crow car on museum equipment list. Museum of the American Railroad, moving from Dallas to Frisco, TX, mid-2012.

Southern Pacific divided coach-newsstand car #2360, Budd, 1950. Supposedly in private hands.

Texas & Pacific partitioned coach #1141, Pullman, 1920. Owned by Gulf Coast Chapter NRHS, supposedly deeded to group in Flatonia, TX.

Texas & Pacific partitioned coach #1143, Pullman, 1920. Partition gone. Identified as Jim Crow car on museum equipment list. Museum of the American Railroad, moving from Dallas to Frisco, TX mid-2012.

Texas & Pacific partitioned coach #1147, Pullman, 1920. Great Smoky Mountains Railway, Bryson City, NC.

MARKETPLACE

By Jim Porterfield

This caught my eye:

Brent Saindon, a doctoral candidate in Communications at the University of Pittsburgh, recently had an article accepted by the nationally recognized Quarterly Journal of Speech that has relevance to railway heritage preservation and presentation. Titled "A Double Heterotopia," the article describes how curators at the Jewish Museum in Berlin found a way to illustrate national Jewish history for local visitors, while informing international visitors on one of the museum's themes: the cost of intolerance for minorities.

"Most important," Saindon said of the exhibit, "was the placement of a piece of installation art about violence and war more generally." What he is

NATIONAL BLACK RAILROADER'S HISTORICAL SOCIETY

The National Black Railroader's Historical Society held its inaugural meeting in Miami on June 18, 2011. With the motto "putting railroad history on the right track," its mission is to "acknowledge, collect, preserve and share the contributions, experiences, memorabilia and ephemera related to blacks in the railway industry and to ensure inclusion of their story" in American history. Efforts will be made to connect with railroaders and their families, collect artifacts and oral histories, sponsor educational programs and events, and recognize historic achievements in railroading. Co-founded by Rev. Alan Laird, an avid collector of black memorabilia, and Ms. Femi Folami-Brown, the organization's first public program was an ongoing exhibit, "Railroads in the Black American Experience" at the Gold Coast Railway Museum in Miami. Ted Kornweibel was also honored by the Society for helping inspire its formation with the publication of Railroads in the African American Experience: A Photographic Journey. The organization is open to anyone interested in this aspect of railroad history. For further information on the NBRHS, go to: <http://blackrailroaderssociety.weebly.com/index.html>.

referring to is the museum's decision to strew over 10,000 steel-cut, anonymous faces, each with an expression of horror, across the floor. Visitors complete this artwork by having to walk upon the faces. The link between a specific event, the Holocaust, and the universal concern for victims of violence is compelling.

While the work preserving and presenting railway heritage cannot be said to deal with events as horrific as the Holocaust, the matter of making a connection between local history and a national or international audience is an important topic for those of us seeking ways to keep our installations relevant for future generations. To learn how that is being done, I went in search of examples. Here are three, drawn from museums devoted in part or exclusively to railroad history.

Vulcan Park and Museum

Consider. As you enter grounds of the Vulcan Park and Museum in Birmingham, Alabama, you walk across a large map of Birmingham that includes the railroads that operated in the area. The illustration makes clear that railroads played an important part in the region's growth. Inside the museum, panels in the "Recipe for a City" exhibit describe the critical role of railroads in Birmingham's history. Even the story of Vulcan, the 56-foot tall statue of the Roman God of the Forge that was cast using local iron, and that is the focus of the Park and the symbol of the city, includes the fact that it was made in 21 separate pieces, each of which was loaded on its own flatcar for transport to initial assembly and unveiling at the 1904 World's Fair in St. Louis.

Most memorable for this column's perspective is the wall at the entrance of the museum. Here a collage displays actual components of the wide variety of items made of Birmingham cast iron and steel. Among them are a sewing machine, a radiator, a wood burning stove, cast iron skillets, various parts for steam locomotives, an engine block, cast iron pipe, a large T-joint for a municipal water system, a manhole cover and a fire hydrant. You will recognize most of the things on display, and cannot escape the feeling that Birmingham has touched your life, no matter where you are from.

Meanwhile, Phillip Ratliff, Director of Education at Vulcan, explains other ways the museum addresses local history in a way that is recognizable to visitors from anywhere: "Our goal at Vulcan Park and Museum," he says, "is to tell the distinct history of Birmingham, but we often do that within a national context. For example, in a recent exhibition on Birmingham's Greek community, we looked at Greek

immigration in the context of that great wave of immigration that affected the entire country at the turn of the last century." By comparing Greek immigrant neighborhood settlement patterns to patterns in other American cities, especially Chicago, "we emphasize a common American phenomenon, immigration, while showing that how it worked here was different than it was elsewhere."

"Another of our strategies is to focus on the local impact of nationally important events and people. The section of our history museum dealing with the Great Depression, for example, is built around a quote by Franklin Delano Roosevelt, who identified Birmingham as the hardest hit city in America. Superlatives such as Roosevelt's, because they are offered by a nationally prominent figure speaking in forceful terms, powerfully frame a topic."

"Finally, at Vulcan we also contrast the method of steel production in Birmingham with steel production in Pittsburgh. Here the industry placed a greater focus on labor than it did in Pittsburgh. There technology was used to lessen the role of labor. We illustrate that and compare its impact and implications."

Colorado Railroad Museum

Colorado Railroad Museum Executive Director Donald Tallman called to mind two recent examples of how that museum struck a universal cord, first citing an exhibit, then an event. The museum's Life on Colorado Railroads: Construction & Expansion from 1870-1930 is the first of three exhibits that will celebrate the working lives of the state's railroaders. It demonstrates the "dirty, dangerous and unforgiving work" necessary to build railroads in Colorado: conquering steep mountain grades and enduring fierce and unpredictable weather, harsh alpine altitudes and impenetrable mountains. But in addition to portraying tasks unique to mountain railroading, the exhibit covers work that was common to railroaders throughout the nation and abroad, including that of section men, brakemen, firemen or engineers. Several hands-on activities go even further, offering visitors an opportunity to do universal railroading chores, such as turning down a brake wheel or stoking a fire.

The event Tallman had in mind was the museum's recent Goose Fest, when six of the original seven of these unusual fabrications of the otherwise "hapless" Rio Grande Southern railroad were brought together. Gas-powered, part auto, part pickup truck, part rail car, built in the 1930s and known affectionately as "Gallopings Geese," these unsightly contraptions were meant

to save a failing railroad. In the process, they demonstrated - then and now - a uniquely American trait: ingenuity. The assemblage itself, meanwhile, drew visitors from as far away as Japan, England and Germany.

Museum Exhibits Manager Lauren Giebler added, "We are also trying to find ways people from anywhere can share their own personal train story as part of the exhibit. For example, we are planning to lay out a log book for railroad men - each person who has or knows someone who has worked on the railroad signs the book, illustrating just how many people are connected to the railroad."

The Museum also engages with other Denver Metro organizations to stage cross-cultural events to reach broader audiences. "In 2011," Giebler said, "we partnered with Opera Colorado as part of their celebration of Czech heritage. The participating organizations do cross-promotion with us and we saw hundreds of new visitors who came to the Museum specifically to experience 19th-century rail travel with the Romantic composer Dvorák. We hired an impersonator." This year, to celebrate Black History Month, the Museum partnered with several Denver Metro African American heritage organizations "We had an exhibit on black Colorado train porters," Giebler said, "and ran trains with actors portraying a variety of black railroad heroes from the 19th and 20th century. We also had musical performances, and brought in Southern heritage food vendors."

Giebler termed both events huge successes. "They appealed to a wide variety of visitors we may not have otherwise seen and placed trains and Colorado rail history within a larger context."

They also demonstrate to all visitors the extent to which railroading touches peoples lives in ways that may not be commonly thought of.

Chesapeake Beach Railway Museum

When my question was posed to Harriet Stout, Curator of the Chesapeake Beach Railway Museum in Maryland, she responded immediately.

"Chesapeake Beach had an amusement park the railroad built to generate additional revenue for its passenger department," she says. "It allowed city dwellers to escape the heat, and reflects a practice found all over America at one time. Our photographic exhibit and diorama are subtle reminders of the important role our community played in this regard. In my talks I emphasize that it was railroad technology, the Chesapeake Beach Railway, that enabled the practice."

A few minutes later, Stout added

another national connection the Museum makes. "The builders of the Chesapeake Beach Railway were Colorado railroad men," she says, "Otto Mears and David Moffat. Photographs and signage in the Museum, as well as place names in the community - we're located on Mears Avenue, after all - emphasize their role in our community's history."

Meanwhile, the recently opened Chesapeake Beach Railway Trail, the 3-mile start of a planned 40-mile trail on the Railway's former route into Washington, DC, starts at the Museum. It too serves as a reminder that the railroad brought people and goods into town and took them out of town as well, and is being used for that purpose today.

The challenge identified by Sainbon, then, is clear. Whether your property is topical or railroad-specific, large or small, find ways to serve your community's needs, celebrate local history, and stoke civic pride, but do so in a manner that places your subject in a recognizable national context, one that shows others what you have done for them. Then, through your marketing effort, be sure that message is communicated to a national audience.

Marketing Tip:

Allocate an exhibit case or similar to showcase the collections of locals on a rotating basis, perhaps changing the exhibit every two months. How far away is "local?" You decide, based, I would suggest, on your drawing area plus 50 miles. In any event, within a radius of at least 100 miles. Part of the purpose of this undertaking is to increase reach and draw. Don't forget to publicize each exhibit in local news outlets, including newspapers, radio and television, on-line events calendars such as those typically posted by various media outlets. Be sure to include media for the communities from whence you got the exhibit.

HERITAGE RAILNEWS

Baltimore Streetcar Museum Baltimore, MD

The museum rents its visitor center from the City of Baltimore. The building has an outdated 1977-vintage HVAC system with an oil-fired boiler. Besides being high maintenance, it's inefficient and costly to run. After year of lobbying, the city has agreed to install a new, energy efficient system this year.

Connecticut Antique Machinery Association, Kent, CT

The Association has purchased Hawaii Railway narrow gauge 2-4-2 #5 (Baldwin 1925). It had been on long term loan from a private individual. The locomotive is fully operational.

Downtown Historic Railway Vancouver, BC

The railway, also known as the False Creek Trolley, runs a pair of restored British Columbia Electric interurbans on a mile of former industrial track along the south edge of the False Creek ocean inlet. The two cars are facing some expensive component repairs, and that pushed the budget to a level unacceptable to the City, which had recently mandated ten percent budget cuts. The City-owned transit system responded by suspending trolley operations. At time it's unclear whether the cancellation will stand. The city is getting negative feedback and private funding is being solicited.

Electric City Trolley Museum Scranton, PA

The museum has acquired Philadelphia sweeper #C-127 (Brill 1923). It was part of the private collection of the late Ed Mitchell of

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Uniontown, PA, where it was kept under roof. It will replace sister car #C-128, which had been heavily vandalized in the past and was considered beyond restoring. After a difficult retrieval, C-127 is in temporary storage at Baltimore Streetcar Museum until C-128 is disassembled for parts and scrapped.

In late 2011 the restoration of Wilmington, Delaware single truck streetcar #120 (Laclede 1902) was completed. The car has been moved from the Buckingham shop to Scranton.

Friends of the 261

The Friends have acquired from the St. Louis Museum of Transportation a pair of former support cars that traveled with Frisco 4-8-2 #1522. They are former Milwaukee Road baggage-dorm #1312, later Amtrak #800098 and former Northern Pacific baggage car #220, later Amtrak #800608.

Friends of the Cable Car Museum San Francisco, CA

The Friends have published a new history of the cable cars, "Watermusic in the Track", by Mike Phipps and Don Holmgren. The 200 page book has 241 photos and 26 maps and illustrations.

Halton County Radial Railway Milton, ON

London & Port Stanley heavyweight interurban #4 (Jewett 1915) has been donated. The car is largely complete, missing only a few components. For many years it was part of the Ossawippi Express restaurant in Orillia, Ontario. There were seven other railcars at the restaurant, including a heavyweight solarium-obs. It appears that several of the cars are headed for Port McNicoll, Ontario, where they will be displayed next to the Great lakes steamship S. S. Keewatin, which was built in 1905 for Canadian Pacific. It was recently moved to Port McNicoll after years as a floating museum in Saugatuck, Michigan.

Illinois Railway Museum Union, IL

A 1920 square foot expansion of the Buildings and Grounds building is nearing completion. It will house a large part of the museum's collection of Chicago transit and street memorabilia (signs, supervisor's sheds, traffic signals and mailboxes).

In the latest issue of the Rail & Wire newsletter is part 2 of the article on cleaning out the late Julie Johnson's

home, which was packed with historic rail artifacts. Additional items hauled to the museum included a Chicago, Aurora & Elgin switchman's shanty from near Manheim Road, the CA&E Jewell passenger shelter and, of all things, a Solari train departure sign (bet no one else has preserved one of those).

Maine Narrow Gauge Museum Portland, ME

The museum's board has selected Gray, Maine over Portland, Bridgton, and Monson as its most likely new home. Talks are underway with Central Maine Power Co., which owns the right of way of the Portland-Lewiston Interurban, abandoned in 1933. The plan is to re-lay three miles of track.

The museum, now located at the Portland Company in Portland, has a month-to-month lease, and owner Phineas Sprague has the land up for sale. Ridership at the current location has averaged 23,000 a year.

Mid-Continent Railway Museum North Freedom, WI

The restoration of Chicago & North Western 4-6-0 #1385 is moving ahead, thanks to a \$250,000 challenge grant from the Wagner Foundation. A new

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Recently completed restorations:

Above: Great Northern hopper #70104 (Bethlehem 1957) at Illinois Railway Museum. Below: Canadian National shovel operator's bunk car #65940 at West Coast Railway Heritage Park. The car's origins are unknown.



tender body and tank is under construction at DRM Industries in Lake Delton, WI. It will be placed on 1385's restored tender frame and trucks later this summer.

The open sided display shelter next to the depot has been rebuilt and dual-gauge track laid inside it. Isolated from the other museum track, it currently houses Goodman Lumber Company Shay #9 and C&NW narrow gauge combine #1099.

When originally acquired, East Jordan & Southern open platform wood combine #2 and Copper Range wood coach #25 (ACF 1903) lacked seats. Walkovers for #2 came from Chicago, Aurora & Elgin interurban #300, while #25 was filled with North Shore Line interurban seats. All those seats were recently removed and sold to Illinois Railway Museum. New historically-accurate replica walkover seats are

being manufactured for #25.

The museum's 2011 annual report shows a dramatic increase in expenditures and revenue, due to the recovery from the damaging 2008 flood. The report states, "The 2011 fiscal year marked the second highest level of spending...ever recorded....Capitol expenditures reached over \$561,000 in 2011...Over 75% of the 2011 capital expenditures are attributable to rebuilding and making improvements to the North Freedom depot, passenger platform and adjacent display structure. The large majority of the costs of these flood repairs will be covered by an Emergency Block Grant made available through Sauk County..."

**Oklahoma Railway Museum
Oklahoma City, OK**

Many museums worry about not

attracting young volunteers. ORM is exploring an innovative solution—forming its own Boy Scout Explorer post for ages 14 to 20. A detailed description of the proposed program was recently mailed to all members for feedback.

BNSF has donated CF7 locomotive #2571, created in 1973 from F7 #202L. It last operated on BNSF subsidiary Los Angeles Junction.

Oregon Electric Railway Historical Society, Brooks, OR

OERHS has operated the Willamette Shore Trolley (WST) for 15 years, providing streetcars, maintenance, and volunteer operators on the 6-mile right-of-way along the Willamette River from Lake Oswego to Portland. The right-of-way is owned by a consortium of local city and county governments and is being kept in service for eventual mass transit. In July 2010, Portland Traction Master Unit #813 (Brill 1932) failed mechanically. The required repairs exceeded the Society's resources. Plans were then developed by the consortium to revise the role of OERHS and get the WST back in service in a timely manner. Options including leasing or buying replacement streetcars were evaluated. Several significant right-of-way repairs and major maintenance needs were identified by an engineering survey. It was agreed to convert OERHS to only an operator and move responsibility for the streetcars and their maintenance to the consortium. It was also agreed to address repairs and maintenance sequentially beginning at the south end and begin a 3-mile round trip service in fall of 2011. After 2-3 years service it would be extended further north eventually going back to Portland.

The consortium decided to provide the two Gomaco-built Council Crest replicas owned by Portland for WST service. However, the heavier cars have required strengthening of a major trestle, which has delayed the start of service. There have been additional delays for repairs to the granite lining in the Elk Point Tunnel and completion of a new service agreement with the City of Lake Oswego to provide a guaranteed financial return to OERHS for running the cars. Service is expected to resume later this year.

Railroad Museum of New England Thomaston, CT

Three grants have been received.

1. \$7,500 from the state for marketing.

2. A \$5,000 matching grant from Connecticut Trust for Historic Preservation, to be used to hire an architect for the station capital assessments needs plan.

4. \$2,889 from the town of

Thomaston from a fund established in previous years for restoration projects at Thomaston station.

Railway Museum of Eastern Ontario Smiths Falls, ON

Canadian Pacific has donated the retired 1929 100-foot turntable from their yard in Smiths Falls. The turntable will serve a future replica of the original three stalls of CP's long-demolished roundhouse.

Siouxland Railroad Historical Association, Sioux City, IA

The association has received a \$365,785 Iowa Department of Transportation grant to make improvements to its former Milwaukee Road roundhouse. The entire project costs \$522,550.

Steamtown, Scranton, PA

Ownership of archival collections of the Delaware, Lackawanna & Western, Erie and the Lackawanna & Wyoming Valley Railroads, as well as the papers of Samuel Sloan, have been transferred to Steamtown from Syracuse University. This will double the size of Steamtown's archives.

Toledo, Lake Erie & Western Waterville, OH

Archer Daniels Midland has

donated former Richmond Fredericksburg & Potomac S2 diesel switcher #59 (Alco 1946).

West Coast Railway Heritage Park Squamish, BC

The latest completed restoration project is Canadian National shovel operator's bunk car #65940. It was a support car for crane #2055 (also part of the collection) when on the road.

Wilmington & Western Wilmington, DE

The railroad's new 5000 square foot office/education building is nearing completion. It will provide classroom, meeting and display space in addition to a new office area. It will make possible special lectures, events and behind-the-scenes tours.

Wiscasset, Waterville & Farmington Railway Museum, Alna, ME

The museum has replicated an historic milk-carrying boxcar once owned by the Turner Centre Dairying Association. It's now on display in Wiscasset.

RAILWAY HERITAGE CALENDAR

Compiled by the NRHS

September 8,9,15,16,22 & 23 2012:
Day Out With Thomas at the Colorado
Railroad Museum

Event Type: Excursion
For more information, visit:
www.ColoradoRailroadMuseum.org
Event status is firm.

September 12 - 15, 2012: Narrow
Gauge Convention

Location: Bellevue, WA
Event Type: Convention
For more information, visit:
<http://seattle2012.com/>
Event status is firm.

September 23, 2012: Train Ride
from Cincinnati, OH to Batesville, IN

Location: Riverside Boat Launch:
3540 Southside Ave, Cincinnati, OH
45204 to Batesville, IN
Event Type: Excursion
For more information, visit:
<http://www.queencityhirliners.com/>
Event status is firm.

September 26, 2012: Collis P.
Huntington Chapter, NRHS: Day Trip



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Kentucky Railway Museum's excursion train returns to the New Haven, KY depot. Jim Vaitkunas photo.

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Event Type: Excursion

October 11 - 14, 2012: B&O
Railroad Historical Society Annual
Convention

Location: Somerset, PA

Event Type: Convention

For more information, visit
www.borhs.org

Event status is firm.

October 18-20, 2012: Train
Collectors Association Eastern Division
York Meets

Location: York Fairgrounds, 334
Carlisle Ave., York, PA

Event Type: Meeting

The National Toy Train Museum
(NTTM) holds an open house the
Wednesday before every York Meet.
(Wednesday, October 17)

Event status is firm.

October 20, 21, 27 & 28, 2012:
Collis P. Huntington Chapter, NRHS:
New River Train Excursions

Event Type: Excursion

For more information contact:
www.newrivertrain.com or by calling,
866-639-7487.

Event Status: Firm

November 5 - 11, 2012: Joint
ARM-TRAIN Fall Conference

Location: Montreal, CANADA

Event Type: Conference

Joint ARM-TRAIN Fall

Conference will be hosted by Exporail,
The Canadian Railway Museum from
November 6 - 11, 2012 in Montreal,
Canada. There will be a pre-convention
tour on November 5th. Schedule is now
in the planning stage. Plan to join us
for a memorable conference and visit to
the birthplace of Canadian Railroading.

For more information visit:
www.railwaymuseums.org

Event Status: Firm

November 3, 2012: Railroad
Museum of Pennsylvania: 1940's Swing
Dance

Location: Railroad Museum of
Pennsylvania, 300 Gap Road,
Strasburg, PA

Event Type: Social Function

For more information visit:
www.rrmuseumpa.org

Event Status: Firm

November 3 & 4, 2012: Railroad
Museum of Pennsylvania: Trains &
Troops

Location: Railroad Museum of
Pennsylvania, 300 Gap Road,
Strasburg, PA

Event Type: Event/program/display

For more information visit:
www.rrmuseumpa.org

Event Status: Firm

November 15 - 19, 2012: NRHS
Fall Conference

Location: TBD

Event Type: Meeting

Event status is planned.

December 1 & 8, 2012: Railroad
Museum of Pennsylvania: Home for the
Holidays

Location: Railroad Museum of
Pennsylvania, 300 Gap Road,
Strasburg, PA

Event Type: Review of holiday rail
travel and more

For more information visit:
www.rrmuseumpa.org

Event Status: Firm

December 1 & 8, 2012: Railroad
Museum of Pennsylvania: Polar
Express Parties

Location: Railroad Museum of
Pennsylvania, 300 Gap Road,
Strasburg, PA

Event Type: Story reading in
historic passenger car

For more information visit:
www.rrmuseumpa.org

Event Status: Firm

December 2, 2012: Collis P.
Huntington Chapter, NRHS: Day Trip
to Greenbrier Resort

Location: Departs from Huntington
or Charleston, WV

Event Type: Excursion

For more information contact:
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Event Status: Firm

December 12, 2012: Collis P.

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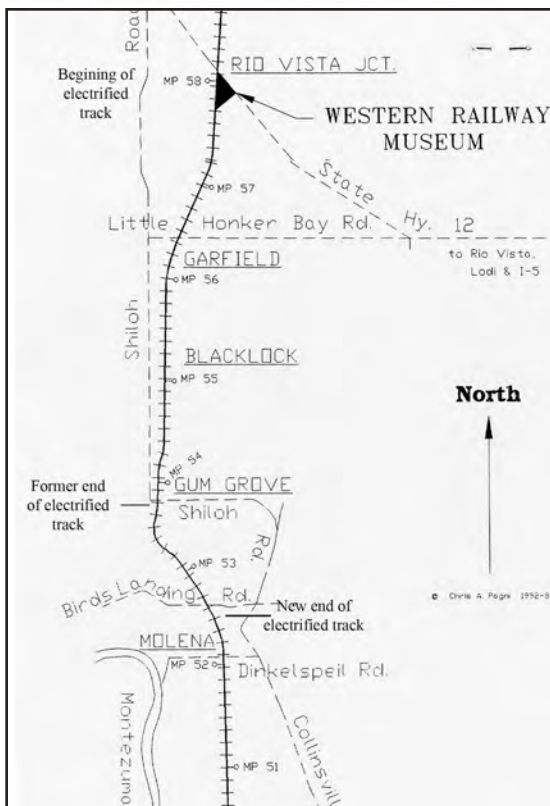
Western Railway Museum has returned another mile of its ex-Sacramento Northern mainline to service (see map). Interurban #1005 passes the new Julie Johnson Substation at Shiloh Road. WRM photo.

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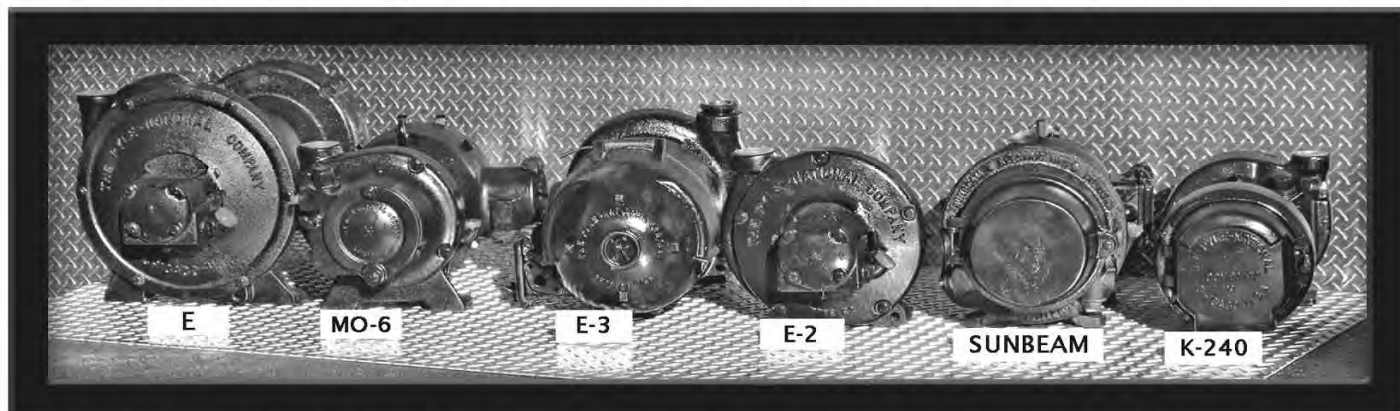
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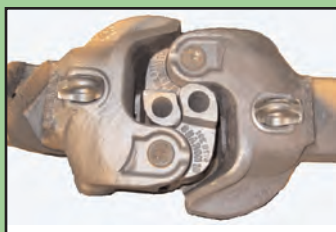


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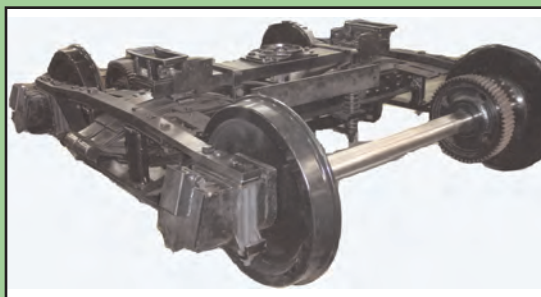
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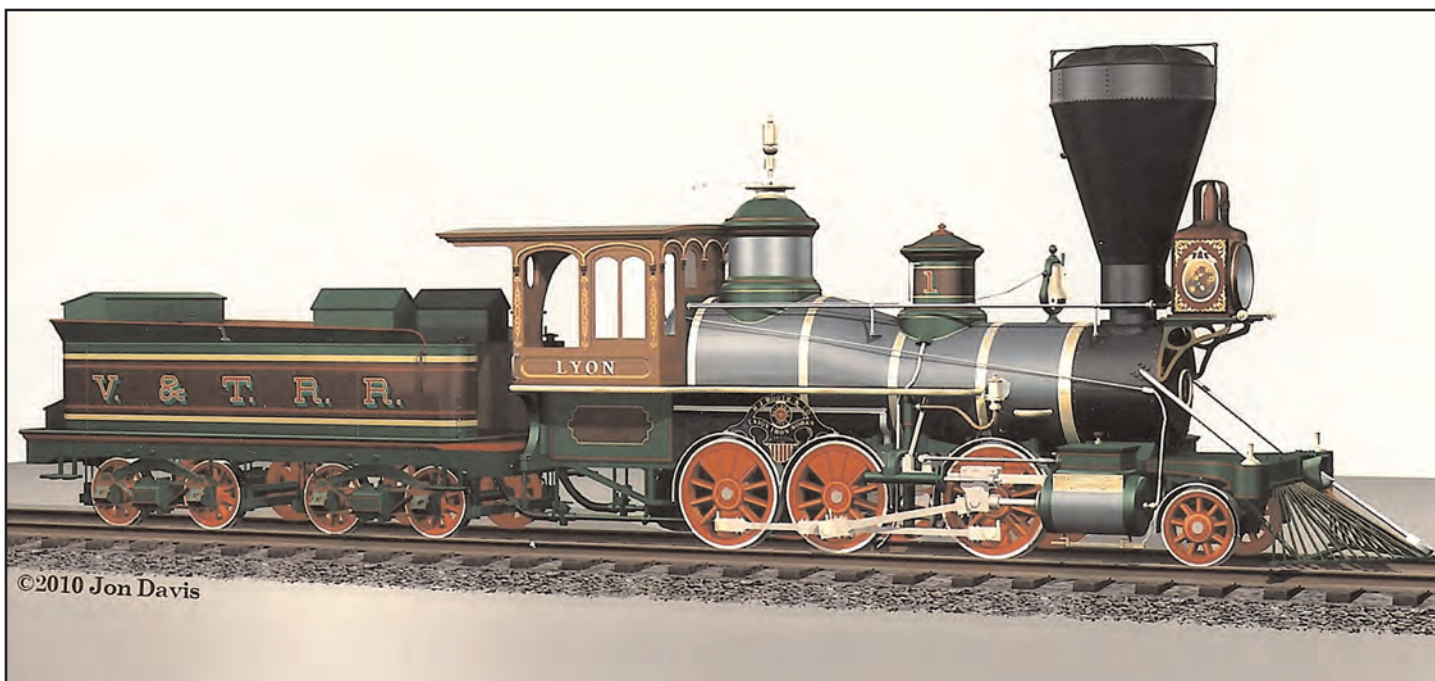
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Inside the former Iowa Trolley Park carbarn outside Clear Lake, IA, Stan Gentry is replicating Virginia & Truckee 2-6-0 Lyon (Union Iron Works 1869). The tender and locomotive running gear are largely complete. When this was taken in late 2011, the boiler was under construction off-site. This one is a wood mockup.



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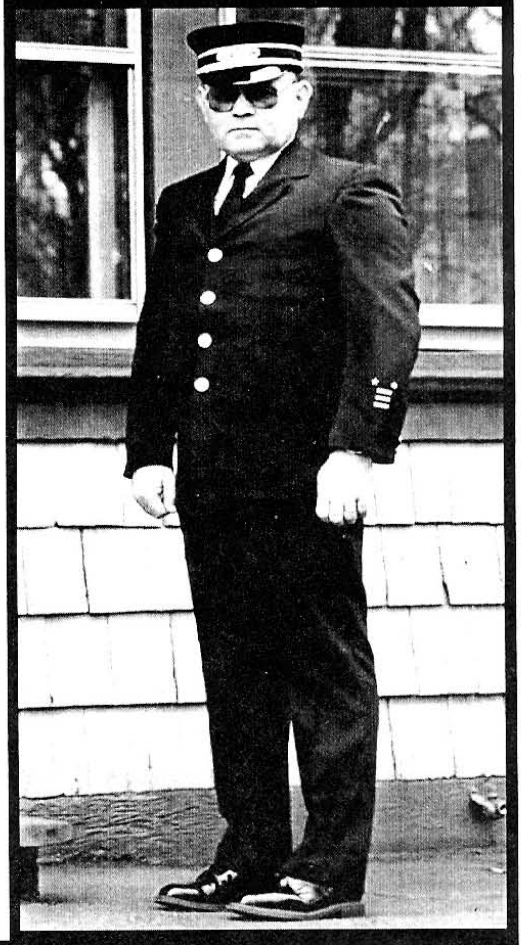
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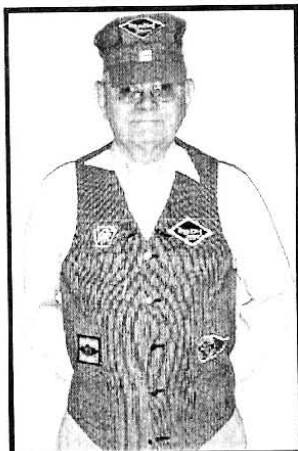
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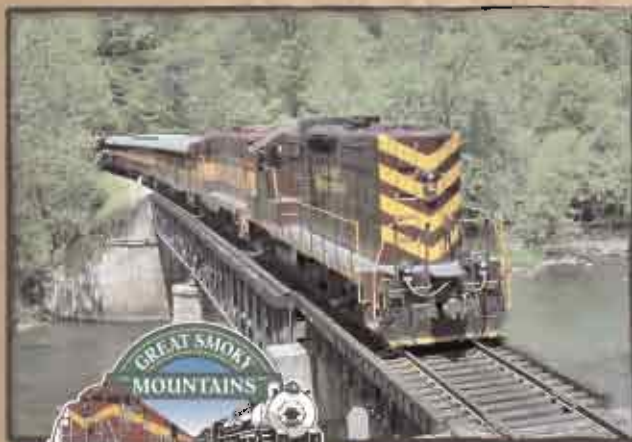
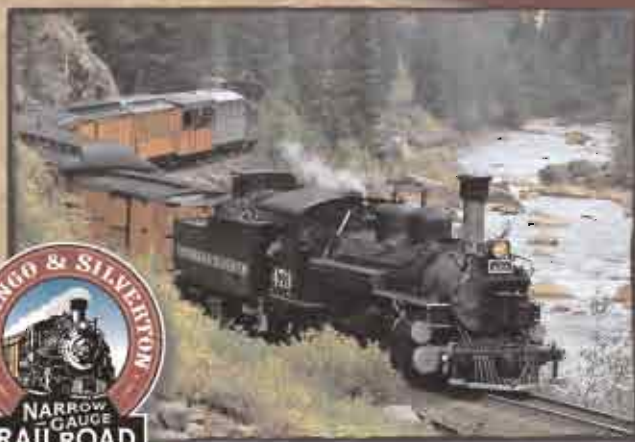
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