

TOURIST RAILROADS & RAILWAY MUSEUMS

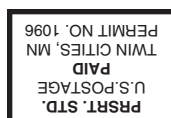


Number 13

Summer 2013



ATRRM visited the Georgia State Railroad Museum in Savannah for the Spring 2013 conference. Our host Terry Koller accompanied the editor onto the roundhouse roof for this overview of 0-4-0T #30 pulling the demonstration train. Aaron Isaacs photo.



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Source: WhistleTix Client Data, 2011 and Pew Internet Research

ASSOCIATION OF TOURIST RAILROADS AND RAILWAY MUSEUMS

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

For more details, or to report address changes, please contact us at:
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The Association of Tourist Railroads and Railway Museums is a Professional Affiliate Member of the American Association of Museums.

PRESIDENT'S COLUMN

By G. Mark Ray

Challenges...

Combining ARM and TRAIN into a single entity has not been without its challenges. One of our biggest challenges was in the development of a rate structure that would 1) cover the costs of all that we want to do to move our organization into the national spotlight with an active voice in DC; 2) make the rates commensurate with the increased level of services and benefits the organization will provide; and 3) set rates that are fair to all. In determining the rate structure, the working group developed a base budget and formulated a structured set of rates. It was recognized on the non-commercial side that a tiered rate structure was needed because of the varying income level of the non-commercial members. On the commercial side, the working group failed to recognize that many of our commercial members are small businesses similar to the smaller non-commercial members. As a result, many commercial members have questioned the dramatic increase in their membership rate. ATRRM recognizes the value that ALL of our commercial members provide for the industry and we wish to retain you as members. Please bear with us as we review the rate structure for potential adjustments.

One of the key advantages of merging ARM and TRAIN is a single annual meeting. For many of you, it was a struggle to decide which one to attend as attending both was too costly. As ATRRM moves forward, we are challenged with keeping the cost of attending a conference reasonable. Here is a where a catch-22 comes into play. A small conference needs small meetings and can be held in many locations. As attendance grows, the need for more space increases and your potential host properties get smaller and smaller. This means larger cities, higher costs, and fewer host organizations. Larger hotels result in higher room rates, meeting space rental rates, and increased banquet costs. Our job will be to look at all costs associated with convention attendance. This includes travel, hotel, and registration fees to strike a balance that makes it affordable for everyone to attend. If we can't manage this, the cost of attending conferences will reach the point that no one can attend and we'll only need the smaller hotels. Chattanooga and Montreal were both attempts at doing this. This Fall, member Orange Empire is taking on the challenge. I encourage everyone to register now to take advantage of the early registration discount. You can register online at www.attrm.org or by mail using the attached registration form.

* * *

I want to mention awards. In years past, TRAIN presented a number of awards to recognize contributions to the area of railway preservation, as well as individual restoration projects. ARM gave no awards.

In keeping with the general theme of the new organization, we wanted to take a fresh look at awards. I named a committee that included TRAINS magazine editor Jim Wrinn, TRRM editor Aaron Isaacs, and ATRRM directors Fenner Stevenson and Jim Vaitkunas. They met and made the following recommendations that have been adopted.

Three awards will be made to individuals:

1. Annual Achievement Award-to an ATRRM member individual or organization for a significant achievement during the previous year.
2. Friend of ATRRM Award-to an individual for

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Coming Together In California!

The first annual meeting of the newly merged Association of Tourist Railroads and Railway Museums will be held in Riverside, California from October 16 through 19, 2013.

The Conference will be hosted by Orange Empire Railway Museum. The time to make plans and reservations is now. Taking advantage of California's beautiful October weather and a conference hotel on the National Registry of Historic Places, the Conference will focus on bringing the various interests of the members into a relevant and meaningful experience.

Wed. Oct. 16th: The Conference will begin with two optional trips. The Steam Experience Option will be limited to 50 participants and will take participants behind the scenes at Knott's Berry Farm and their steam program. After getting the Knott's narrow gauge engines going for the day the group will go to Disneyland and their back shop area for a rare opportunity to experience the Disney steam program.

The other optional tour will be the San Diego Experience. This trip is limited to 50 people and will provide a personalized tour of the USS Midway aircraft carrier and a tour of the San Diego Trolley.

On Wednesday night we will gather at the Historic Mission Inn to network with our colleagues and industry sponsors. We will have food and drinks as we become reacquainted in the beautiful surroundings of the Historic Mission Inn.

Thur. Oct. 17th will be dedicated to seminars and interacting with sponsors at the Mission Inn. The seminars include timely subjects ranging from mechanical issues to how we display our historic collections. We will have participation from the FRA and sponsored events.

Fri. Oct. 18th we will take the train to Los Angeles where we will divide into two groups for the morning. One group will go to Metrolink and the other to MTA. We will have a trip over a portion of the Los Angeles rail network in the afternoon. We will have dinner at the Harvey House in Los Angeles Union Station. We have a guest speaker lined up and this will be a unique opportunity to have dinner at this historic location.

Sat. Oct. 19th will provide an opportunity for guest operation at Orange Empire Railway Museum and hands on seminars in steam, diesel and electric operations. On Saturday night, there will be the Annual Banquet at the Music Room in the Mission Inn.

The Conference will include an outstanding companion program. Companions will spend Thursday in the Riverside area enjoying a tour of the Mission Inn, tea and venturing into the highlights of Downtown Riverside. On Friday, companions will take the train with the group to Los Angeles and then go to the world famous Huntington Museum. The tour will include lunch and high tea. On Saturday, companions will go to the museum and enjoy the warm California weather from the park settings of the museum. Companions will enjoy the banquet in the Music Room.

Conference registration is \$295.00 if registration is completed before August 1, 2013. Beginning August 1st registration will be \$350.00. The Companion registration is \$250.00. The Optional Tours are \$100 per person.

The hotel has asked us to make reservations early. We have been fortunate enough to secure a very large block of rooms at the Mission Inn, but we have also been told that if reservations are not timely made we will lose rooms. The Mission Inn can be reached at (951) 784-0300.

Transportation to Riverside is easy. The Mission Inn is 20 minutes from the Ontario International Airport (Mission Inn may provide transportation) and 4 blocks from the Riverside Amtrak station.

See you in California

ATRRM SEEKS ANNUAL AWARD NOMINATIONS

At the annual conference in Riverside, California, ATRRM will present three awards for outstanding achievement. The awards are:

Annual Achievement Award-to an ATRRM member individual or organization for a significant achievement during the previous year.

Friend of ATRRM Award-to an individual for distinguished service to ATRRM itself.

Lifetime Achievement Award-to an ATRRM member individual or organization that has made significant contribution to the tourist railroad and/or museum field over a long career.

The award nomination form is available on the ATRRM website, www.atrrm.org.

Nominations are due August 31, 2013.

Need more information? Contact our Executive Director, Suzanne Grace at (770) 278-0088, or contact@atrrm.org.

SHARE YOUR ACCOMPLISHMENTS AT THE ANNUAL CONFERENCE!

We're putting together a slide show (OK, a Powerpoint) of accomplishments by ATRRM tourist railroad and museum members since last year's conference. Have you rehabbed a locomotive, coach, trolley or caboose? Laid any new track or fixed up the old stuff? Opened a new building? Rolled out a new exhibit? Invested in new technology?

This is a little like the established Show & Tell session, but we want to show it to everyone, probably at the annual banquet. Unlike Show & Tell, it won't take all evening.

Email your photos (low res works just fine) to TRRM editor Aaron Isaacs at Editor@atrrm.org. If that doesn't work, use aaronmona@aol.com.

HAVEN'T ATTENDED THE ANNUAL CONFERENCE BEFORE?

YOU MAY QUALIFY FOR AN ATRRM SCHOLARSHIP.

The Youth Scholarship is for young rail preservationists age 18-25. It covers the cost of registration for the annual conference, including pre-convention trips and the closing banquet, lodging, and \$150 towards transportation or food costs. Two scholarships will be given each year. Recipients are required to attend the activities of the conference, including the board meeting and various seminars.

The Stephen E. Patrick Scholarship provides \$500 each for two individuals to attend the conference. It is targeted at volunteers or employees who have previously been unable to attend.

To apply for either scholarship, go to the Association's website, www.atrrm.org. Nominations are due August 31, 2013.

Need more information? Contact our Executive Director, Suzanne Grace at (770) 278-0088, or contact@atrrm.org.



AN INVITATION TO ATRRM MEETING ATTENDEES

The 40-acre Pacific Southwest Railway Museum in rural Campo, California -- 50 miles east of downtown San Diego -- extends a cordial invitation to all attendees to visit its large museum and train-operation center on **Sunday, October 20th**, before departing Southern California.

The museum operates vintage trains on a scenic portion of the historic San Diego & Arizona Eastern Railway's between Campo and Division, Calif. from the restored 1917 Campo depot.

Since October is a busy time for us, we suggest visitors make advance reservations online to guarantee seating. For more information, visit us at PSRM.org or call (619) 465-PSRM. We look forward to seeing you!

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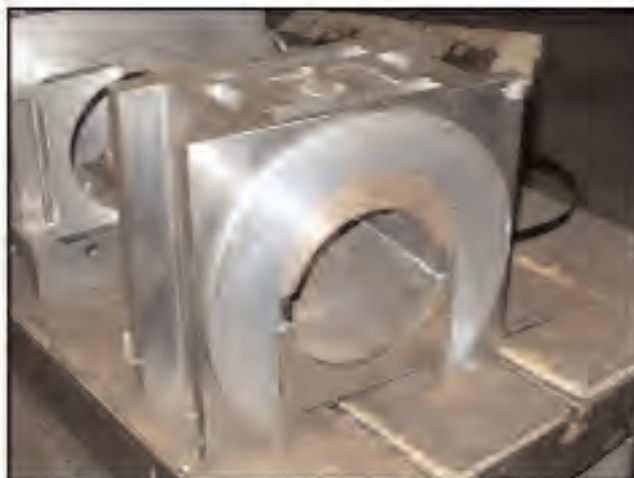
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distinguished service to ATRRM itself.

3. Lifetime Achievement Award-to an ATRRM member individual or organization that has made significant contribution to the tourist railroad and/or museum field over a long career.

There are so many worthy restoration projects that we decided against having them compete for awards. Instead, at the annual conference we will give a slide show recapping significant equipment restorations, as well as track and physical plant projects. Aaron Isaacs is putting it together, so please send him photos of your best accomplishments.

In past years, both ARM and TRAIN have offered financial stipends to encourage attendance at the annual conference by people who normally cannot afford it. Both programs continue under ATRRM.

The Youth Scholarship, inherited from TRAIN, targets young rail preservationists age 18-25. Two scholarships will be given each year. They cover the cost of registration for the annual conference, including pre-convention trips and the closing banquet, lodging, and \$150.00 towards transportation or food costs.

The Stephen E. Patrick Scholarship, inherited from ARM, is a memorial to the late Stephen Patrick, who worked tirelessly to advance commitment to railway museum development. It provides \$500 each for two individuals to attend the conference. It is targeted at volunteers or employees who have previously been unable to attend.

To learn how to nominate individuals for the two stipends, check the ATRRM website or see the ad on page 7.

HERITAGE TOURISM – UP OR DOWN?

By Linn W. Moedinger, President,
Chief Mechanical Officer,
Strasburg Rail Road

I feel compelled to respond to Jim Porterfield's editorial in the Spring 2013 edition of "Tourist Railroads & Railway Museums" since it is fairly obvious that his discussion revolved around the Strasburg Rail Road. I believe the Center for Railway Tourism has potential to help the industry but it will face the same fundraising challenges any organization does. In this particular case it is on a somewhat long list of outfits the Strasburg Rail Road deems to be worthwhile but currently has no funding for.

First, let me begin by addressing the three objections to our railroad funding Jim's very worthwhile organization, as they were listed.

1. "We're in a declining industry.

Attendance is off." Lancaster County has been described off the record in recent years by very credible and knowledgeable folks in the business as a "dying brand". The Strasburg Rail Road is in Lancaster County and owes the greater portion of its success to the tourists who come to see the Amish. Our high water mark – county and railroad – was in the early part of the 1990's as we rode the coattails of the movie "Witness". As happens in any "up" market, businesses sprang up like weeds and everyone patted themselves on the back for doing such a good marketing job. As the decade and century closed, many of those businesses ceased to exist as the "Witness" boom petered out. As near as we can determine, the railroad maintained or slightly increased our market share of people visiting the county since that time, but that overall number has decreased significantly since 1990. As is always the case, hard numbers are difficult to track down, but the most reliable information usually comes from knowledgeable sources speaking off the record with complete deniability. Stated more bluntly, when business owners themselves confide that despite glowing reports from the travel industry "business sucks", it usually is a fairly reliable indicator.

So, taken in proper context, my comment to Jim was as much about Lancaster County tourism as it was about Railroad Heritage tourism. Do I think Railroad Heritage tourism is down compared to 1990? Absolutely - based upon the number of outfits that have gone belly up and the remainder who have shared their data with me. Are the outfits that started up on or around 1990 down? Probably not - if they are still in business. Of course there are exceptions but I would be willing to bet that success or failure often has more to do with larger local dynamics than with the actual operation itself.

2. "As a result, things are really tight right now." You bet they are, but we are still profitable and must remain so for our shareholders who want both stock growth and dividends. And this profit comes after we just completed a major capital campaign to upgrade our terminal area to make it more attractive and provide more non-train activities in order to compete with more all-encompassing venues -like amusement parks, that seem to be holding their own in patronage – especially in the local market. We don't have a large enough marketing budget to compel a non-railfan/history buff in Secaucus, New Jersey to get off their couch and come to Strasburg to ride our train. We have the capability to let them know we are here and that we are a great place, but

the rest is up to them. If they happen to visit Lancaster County, there is a good chance they know we exist and they may give us a shot if for no other reason than we spend quite a bit of money informing the local area of our wonders. This exposes both tourists and local folks to our message.

Additionally, we spend a lot of money on training of our staff. Our staff is made up of a large number of young, dedicated, and talented people. For those of us who are nearing the end of our career and supposedly still have all our marbles, we spend quite a bit of our time mentoring, coaching, and encouraging these young folks. Passing on knowledge is a full time job if done in the ideal manner. If we dedicated all our resources to this passing on of knowledge, we would still fall somewhat short of the ideal.

So, what are we spending our money on besides marketing, mentoring, and major capital improvements? Well, there is that little line item called equipment. I don't think I need to explain to most of the readers of this publication why railroads got rid of steam locomotives and wooden passenger cars. Additionally, given the condition of our equipment it doesn't take a grand leap to figure out that we have very talented people who rightfully deserve a good wage and benefits. Line item – a third of a million dollars for health benefits. We are one of the last outfits in the county to pay all costs of healthcare for our employees and families. Why? Because they are worth it and that is how you attract young and dedicated workers. You can't build a successful, sustainable, business model solely on enthusiasm, low pay, and miserable working conditions for the love of railroading.

Part of the mentoring process also entails our young folks' involvement in industry organizations such as National Board, ASME, FRA, ASLRR, ATRRM, and local tourism groups. Participation in these groups waxes and wanes on an individual basis depending upon what is "hot". Suffice it to say that one meeting for one person rarely costs the company less than \$1,500 but the cost is worth it and the results are almost always quantifiable in justifying the bottom line.

So yes, times are tight – but only because we are spending every extra dollar we have on initiatives that have time-proven positive impacts on our business. We have little extra to spend on more speculative endeavors no matter how much we may support them.

3. "And we've just committed more than \$1 million to restore a steam locomotive." Yes we did. Opportunity

rarely knocks at opportune moments. We jumped at the chance of having an operable Pennsy locomotive (G5 4-6-0 #3_, in partnership with the Railroad Museum of Long Island) once again as well as helping out a great little railroad museum whose volunteers having been working their butts off as they struggle along with every other museum in this heritage tourism growth market.

Steam is not the only reason we are successful but it is a really big factor based upon studies we have done over the years and the reaction of customers when we are forced to use a diesel on rare occasions. Representing history as accurately as possible is also important to us. Other than some of our periodic "excursions outside history", such as when the little blue guy is here, we attempt to present a reasonably accurate train set and environment for our patrons. Changing traffic patterns make the addition of a third "large" locomotive perfectly reasonable. Being able to amortize the cost over a term specified makes this a sound business decision. Do I wish the economic climate was better? Yes, but it is not and this was an opportunity not to be passed on.

In general, I take the various statistics cited from all the studies done regarding heritage tourism with a grain of salt. Maybe I am getting to be more curmudgeonly than in the past, but I

have seen the "facts" behind way too many of these studies to think anything else. My guess is that more people than not in this day of declining emphasis on teaching of history would think visiting the "Pirates of the Caribbean" ride is heritage tourism. A number of years ago a study was done to determine when people would once again return to museums. The Railroad Museum of Pennsylvania was privy to the results, which indicated that time was forty years hence. Personally, I think that is a stretch, but even half that is not encouraging.

In my opinion, the most useful information is that obtained within the context of a site's immediate environment geographically and within their reasonably concentrated marketing reach. General, national, and international studies in my experience have proven to have little relevance to our operation.

Case studies such as those done by the NTHP are good general reference but much of what is there is pretty much general common sense. Not balancing the budget usually has predictable results and one of the ways you balance the budget is to be very careful where you spend your money. Taking advantage of technology is a no-brainer. It is also costly. I wish I had a nickel for every time someone said "you need a Facebook page", as if that

was an easy, cheap magic bullet. Well, let me tell you – it is a wonderful tool, but it is not cheap. To be effective, Facebook needs to be very dynamic and that feature only comes with human intervention. Constant human intervention. Guess what? That costs a lot of money, but to date it has been worth it.

Expenditures of resources must be carefully balanced between long and short term benefit to any organization. I know of no outfit with unlimited resources while at the same time there seems to be unlimited opportunity. Balancing this imbalance is probably the toughest job of any company because to a great extent it requires a very accurate crystal ball to do the best job. Since these balls don't exist except in advertising claims, the next best thing is looking at historical data along with current trends, and try to plot an accurate course into the future. The hardest part of this task is prioritization and allocation of opportunities and resources which invariably means there are things you like or support that you don't have the money for.

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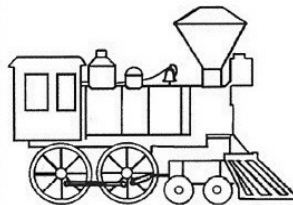
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ATTRM IN SAVANNAH

By Aaron Isaacs

The Georgia State Railroad Museum in Savannah hosted the Spring 2013 ATTRM conference and put on a great show for the attendees. I had visited the museum in 2009, so this was an opportunity to see the progress since then. The museum will probably be the site of a future fall conference.

The museum is the eleven building shops complex built by the Central of Georgia. Some of the buildings date to 1855. The present roundhouse and coach shop/paint shop buildings date from 1923. The complex was abandoned in 1963, then sat vacant for many years. At least one building had collapsed and thieves were carting off bricks when the City of Savannah finally purchased it to preserve it.

In 1989, the city hired the Coastal Heritage Society to operate and restore the shops. The Society had successfully restored Old Fort Jackson, which dates to the War of 1812, as well as the Savannah History Center, located in the large CofG depot across the street from the shops. A master plan for the roundhouse and shops was completed in 1998. The city passed a local sales tax to fund the restoration in 2002. This



The Savannah History Center, housed in the old CofG depot, is across the street from the roundhouse. It is also operated by the Coastal Heritage Society. The vacant lot is a former Revolutionary War battlefield.

was combined with Transportation Enhancement grants and other fund raising. The results have been striking.

When I visited in 2009, the roundhouse, tender frame shop, blacksmith shop, and storehouse were all in use. Since then the boiler house has reopened and the adjacent lumber shed will soon receive new exhibits.

A major goal has been to turn the coach shop into a children's museum.

However, work on the building, which is partially complete, has stalled awaiting more funds. An election in 2014 will decide if the city will renew the special sales tax that has funded past improvements but has since expired. If the voters approve it, the money would be used to complete the coach shop and the large paint shop which abuts it. The paint shop would be used to house and display rolling stock and would also



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Above: The roofless former Carpenter Shop building has been converted to a children's museum. Below: Viewed from the demonstration railroad, this stone viaduct carried CofG trains to the depot. The museum hopes to rebuild the bridge across Robinson Road at far right to access the main line for excursions.



serve as a multi-use event facility. To get the children's museum off the ground, the roofless carpenter shop, located next to the coach shop, has been turned into an open air children's museum.

Since my visit, track has been extended to the paint shop building and steam powered rides for the public have been introduced, pulled by Georgia Power Company 0-4-0T #30 (Alco 1930).

At the time there were plans to reestablish a connection to the national railroad system by bridging Louisville Road on the northeast corner of the property and relaying track on the city-owned former CofG right of way. That has not happened because replicating the original bridge would limit vertical clearances on Louisville Road. A new design has been completed that will achieve the needed vertical clearance, but Director of Railroad Operations Terry Koller says the bridge project has a lower priority after completion of the coach shop and paint shop.

Annual visits have risen from about 19,000 in 2008 to 30,000 in 2012, thanks to regular steam operation and the partial opening of the children's museum. There are currently two rolling stock restorations under way. Scott Lumber 2-4-2 #15 is being returned to service, including a new boiler. Like the children's museum, completion is awaiting more funding. Georgia Northern wood combine #38 (ACF 1905) is being restored for the Thronteaska Heritage Center in Albany, GA. It was recently acquired from the Museum of Transport in St. Louis.

The coach shop (left) and paint shop (right) are in mid-restoration. They will house a larger children's museum as well as more of the railroad equipment collection.



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DISPLAYING DIESELS

By Preston Cook

Some of the most interesting and unusual public displays of Diesel locomotives were constructed by Electro-Motive between the late 1930s and the mid-1960s. This was a period of very active sales promotion of the company's locomotive products as they sought to replace steam locomotives on the North American railroads with Diesel-electric locomotives.

The financially unsuccessful 1939-1940 World's Fair in New York included one of the earliest and most complex examples of Electro-Motive locomotive displays. For the 1939 season, an E4A cab unit and an E4B booster locomotive both built for the Seaboard Railroad were equipped with glass side panels, allowing viewing of the locomotive machinery from the outside. On the cab unit, the left side steel panels were removed and replaced with glass, on the booster locomotive the right side was sheathed in glass. The machinery and the piping in the locomotive were color coded to indicate their function and the fluids they carried, using a system developed by Electro-Motive staff artists for diagrams in their operators manuals. The machinery was also stenciled to

identify the individual components of the locomotive. The interior was equipped with commercial lighting fixtures for night viewing. For the 1940 season the E4A was replaced by a later production E6A, equipped with one glass sheathed side similar to its predecessor. The modifications made to the locomotives for display were easily reversible, and all three of the locomotives used at the World's Fair were subsequently completed and

delivered to the railroad.

The display arrangement of these locomotives was also unique. They were positioned on a track that ran down into a concrete lined pit. This gave an impressive viewing angle from the outside but also offered the advantage that viewers walking alongside the locomotives gradually were elevated closer to the level of the machinery platforms. By the time they reached the wall of the pavilion, the

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visitors were right at the level they would be when standing inside the engine room. The rear of the booster locomotive fit into a recess in the wall of the pavilion, and it could be boarded from inside the building.

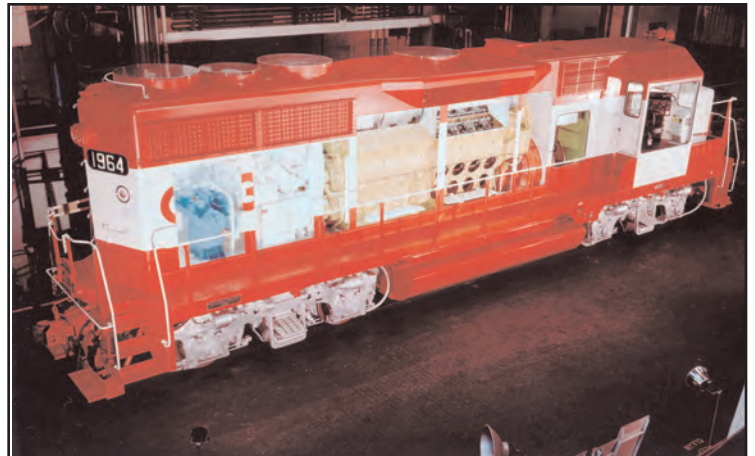
The color coded piping systems used

for display locomotives and in the operators manual diagrams were also used in training railroad personnel, many of whom had no previous experience with Diesels. It became common practice at EMD to color code the piping of the first "B" booster unit

on the first multiple unit locomotive set in a new delivery, and use that locomotive for training railroad personnel at the shops. Photographs taken by Erie Railroad photographer John Long show the arrival and public display of the first set of Electro-Motive FT freight locomotives at

In the late 1940s, EMD displayed several specially modified "visible" F-units with removable side panels at trade shows, state fairs, and various other public events. These traveled as an enclosed locomotive and were quickly converted for display by removing the panels at the destination. There were visible "B" units built as part of both the F3 and F7 demonstrator locomotive sets. (EMD Photo / Author's Collection)

For the 1964 New York World's Fair, EMD fitted a GP35 demonstrator with a glass cab side and carbody, to display the machinery. Following the end of the World's Fair, the locomotive was converted back to conventional appearance and sold. (Credit: EMD Photo / Author's Collection).



Marion, Ohio during World War Two. Interior views of visitors in the "B" unit taken during that event show the color coded piping, and also the wall charts installed inside the locomotive to explain the pipe colors and identify the fluids in each system.

Following the end of World War Two, Electro-Motive further refined their "visible" locomotive display concept with F3B and F7B demonstrator locomotives where the side panels were held in place by spring locks, allowing the units to be quickly opened up for public viewing. The piping in the "visible" F-units was color coded, and the machinery was labeled for public viewing without the need for a guide being present to explain it. These units toured the country, making appearances at Railroad Industry Trade Shows, open for visitors at State Fairs, being displayed on the coach tracks at city railroad stations, and also being used at locomotive shops for training purposes. At some events they were accompanied by an F3A cab assembly that was mounted on the rear of a tractor trailer that also carried the boarding ramps for the locomotives and the cab. The F3B and F7B units used for this display service were eventually repainted to conventional suede gray interiors and sold to railroads.

For the 1965 World's Fair in New York, Electro-Motive provided a "visible" adaptation of a GP35 locomotive in their current red and white demonstrator paint scheme. For this display, the right side of the locomotive cab was opened up and replaced by a glass viewing panel. The carbody doors were also removed, allowing viewing of the engine room machinery, and the interior of the locomotive was equipped with commercial lighting for night viewing. As had been the practice with the earlier displays, following the end of the fair the locomotive was converted back to normal configuration and sold for service.

These displays are mentioned and illustrated as a matter of possible interest to museums. The author worked in the locomotive building industry for over 40 years and is not on staff at a museum nor a consultant to museums, and has nothing to gain or lose from how you display your collection. The examples cited are totally authentic and well documented historic displays by a major locomotive builder. All of these interesting display concepts are adaptable to museum practice. None of them require that the locomotive be operable, they only require a good cosmetic cleanup. In all cases the locomotive is convertible back to fully operable configuration for use or display.

RESTORATION OF CHICAGO RAPID TRANSIT 'L' CAR 1797

By: Bill Wulfert,
Illinois Railway Museum

With the restoration of Chicago Rapid Transit trailer 1268 under his belt, Tim Peters selected CRT 1797 as his next wooden Rapid Transit car project. This seemed to be the quickest choice to provide a motor car to pull 1268. While 1808 would be quicker in some respects, considering that it is a running car, the intention is to restore it to its 1920s appearance with a varnished Mahogany interior. This would add considerable time and cost to the project. Aside from the interior work it would also require more extensive end rebuilding to return it to its original configuration like 1268.

Car 1797 was built as non-control trailer 288 for the Northwestern Elevated Railway Company by the American Car & Foundry Company of Jeffersonville, Indiana, as part of a forty-car order placed July 25, 1907. These cars had enclosed platforms with wide pneumatically operated sliding doors, and were known as the "Mahogany Cars" in various bulletins over the years, due to their mahogany interiors. As built, it could only be used in the middle of a train, as it had no controls. In 1913 the number 1 was added to all of the Northwestern cars to differentiate its cars from the other properties that were now operating as the Chicago Elevated Railways. Car 1288 was motorized in 1913-14 and was renumbered as 1797. During this rebuilding, the car received two Westinghouse 302-B2 motors and Westinghouse 264-D control, with C-36 controllers at each end. This equipment was state of the art, and considered a big improvement over the older cars with General Electric 55 motors and type "M" control.

In 1923, car 1797 along with fourteen other cars were selected to receive semi-remote door controls, the same as the newly ordered 4251-4455 cars. This permitted the Rapid Transit to eliminate one trainman whenever two of this type of car were coupled together. There is a selector switch in the non-electrical switch cabinet end, which permits the conductor to select the control of the near, far, or both ends of the car doors. A typical consist would be a trailer on the front of the train, two motor cars with semi-remote door control, and another trailer at the rear of the train. The conductor would stand between cars one and two and open the door via a crank or pull the lever to activate the pneumatic door

engine on the door of the first car. Then he would push up the buttons on the black door control box on the dash of the second car, which would open the doors at both ends of the second car. There would be no trainman between the second and third cars, thus the savings of an additional employee. Then there would be a trainman between cars three and four. He would do the same as the conductor in the front, handling both ends of car three and the door on car four. To take advantage of this reduction in manpower, two cars of this type were coupled next to each other whenever possible. The front and rear doors of the train were never opened until the introduction of remote door control by the CTA on all 455 steel cars of the 4000 series in 1949.

Digging into the Museum files, we know that car 1797 had a heater fire on January 24, 1938, which caused severe damage. The CRT estimated the repair cost at \$3500.00 (in 1938 dollars), which was a substantial amount. Most likely they spent much more. The car was selected for a modernization project that included cars 1796, 1797 and 1798. Similar modifications were made to trailers 1200, 3047, and possibly 3011. The modernization included the removal of the clerestory (roof) windows and replacement with galvanized steel ventilators. The ceiling was lowered with grill work down the center of the ceiling, with six louvered registers that could be opened during warm weather. The most striking difference was the replacement of the bare light bulbs with modern bulls-eye light fixtures. From pictures, it looks like a different type of bulls eye was used in several of the cars. 1797 has a shallow type supplied by Electric Service Supply Company. The interior had one additional set of walkover seats, eight rather than seven sets on each side that was typical in similar wooden cars, and somewhat shortened longitudinal seats. Several of these cars had green plush seats installed during the modernization, but they were removed and sold to the North Shore Line before the cars were put into service. The cars used the standard rattan seat covering – and in later years plastic rattan, installed by the CRT or CTA to replace worn out seat coverings.

The exterior of the car had the front and rear windows replaced with shorter windows and sheet metal plates over the tongue and groove on the end dash panels. The exterior was painted in a new brindle brown and burnt orange color scheme, replacing the previous green and orange scheme used since the mid 1920s. It became apparent during the restoration that this was not the



original plan as the post fire rebuilding began. There was evidence of fresh green paint under brown paint on surfaces that should not have ever been painted green suggesting that it was to be painted in the older green and orange scheme. This notion is further supported by the fact that the brown and orange scheme found on the car is not the familiar one seen for decades.

1797 is the only rapid transit car in our collection that still has its coasting clock. The coasting clock was a method of encouraging motormen to conserve electricity by coasting whenever possible, rather than taking power right up to the braking point. After all, electricity was the second highest expense after labor costs. There is a RICO Type H "Railway Improvement Company - Elapsed Time Coasting Recorder" box on the bulkhead of 1797. It includes a die with the car number and a clock used to record a beginning and end reading of a trip. Each motorman had a key with his clock number on it. Before beginning a run, he would insert the key into the box and turn it to imprint his key number on a roll of paper. This would also mark the beginning of a trip. At the end of the trip he would do the same thing, and it would show how many minutes he coasted on the trip. The clock would be disengaged whenever he was drawing power, and would record coasting by picking up an electro-magnet while coasting. A small air cylinder would disconnect the circuit during braking, as

that was not counted as coasting time. At the end of each run he would advance the roll of paper and tear off the strip. After his final trip of the day, he would attach the pieces to a small card with mucilage glue already on it, and hand that into the clerk when ending his shift. Each terminal would keep a list of motormen with how much time they had coasted. Apparently there was some type of reward for being the number one coaster at that terminal! Each train required one coasting clock anywhere in the train. It did not have to be on the front of the train. Cars equipped with coasting clocks had two white bands on either side of the anticlimber to make it easier to identify the cars when making up a train. Needless to say, the CTA ended the practice when they took over the CRT operations.

As far as we know, 1797 never ran at IRM until after its present restoration. Similar 'L' car 1808 was the third electric car (after Illinois Terminal 415 and Milwaukee 972) to operate at Union on Memorial Day of 1967. 1808 and 1024 (without motors) were run occasionally, sometimes with 1268. 'L' car 1754 arrived in 1971, and by 1972 IRM was able to run a four car wooden 'L' train. But 1797 didn't move. In fact, 1797 was used as the shop car by Ray Neuhaus and Howard Weege. They would work on spare window sash and belt rails, trying to keep the wooden 'L' cars watertight, as they all lived outside. Temporary work lights were hung in the

car and a few of the original lights were removed or missing, showing where water had infiltrated the car.

Restoration work on 1797 began in July 2010. While evaluating the car we noticed that the motor leads were disconnected. No one seems to know why. We do not believe the motor truck was ever removed from under the car and was not swapped with the 1808. This made checking out the electrical condition of the motors much easier. The motor resistance read well for motors that had not run in 52 years! An inspection of the reverser reminded us that the extremely fragile dropping resistors were missing. They were used as replacements to keep the 1808 in operating condition. Norm Krentel remembered the 'L' car parts that we received from Bogalusa back in 1969. With his help we located the refrigerator car with the spare reverser, and removed the resistors. They were open (had broken wires), but were repaired by Rod Turner.

In the meantime, Tim Peters began the restoration of the car. As with the 1268, all of the doors needed extensive rebuilding, including the restoration of the sensitive edges, which reverse a closing door if it strikes a person. A complete set of brand new windows, uppers and lowers, were built from scratch. The good news was that the car had galvanized steel ventilators instead of clerestory windows, so there were 22 less windows to be made. The bad news was that the ventilator area still needed to be completely disassembled and

rebuilt. The ventilators also made it difficult to maintain the roof underneath them. This resulted in some badly deteriorated carlines in the roof hips. After these issues were addressed, roof repairs were made as needed and the roof was re-canvassed. The original steel ventilators were cleaned and sent to AZZ Galvanizing Co. of Dixon, IL who generously donated their services to make them good as new. They were then remounted in the clerestory area. New saddles and roof boards were fabricated. A reconstructed fuse box was built and the trolley bases and poles were reinstalled on the roof.

All four of the end posts were completely replaced. The body posts and end door posts were patched where necessary. Only a small portion of the car siding was bad. Some received epoxy to fill in damaged areas. New steel end dash panels were fabricated to replace the originals which were severely corroded in certain areas. While this was being done, Frank Kehoe worked on restoring the interior. The ceiling was removed for stripping and repair. New steel was purchased to replace the rusted steel that was part of the dropped ceiling. Interior surfaces were stripped and prepared for refinishing. While priming the window cap boards, Tom noticed a faint message: "Rebuilt Niles Center Shops 4/1/38." Seat frames were stripped and refinished. Seat cushions were rebuilt, cleaned, and painted. Some seats were recovered by John McKelvey. Vestibule floors were rebuilt after Tim and Frank re-piped air and electrical pipes which had deteriorated at the floor line. The entire car floor was repainted to try to match the varnished appearance at the time of the rebuilding. Unfortunately the floor was not in suitable condition to return it to varnish. The cost of replacing the floor and the need to remove all of the seats and heaters in order to replace it did not allow this option. Many of the bulls-eye lights were missing the lenses, or missing completely. The ones that were still there were of several different types. A review of pictures showed the correct style. An extensive search by this author turned up enough to completely reequip the car with replacements. The swinging type porcelain enamel stanchions were also cleaned and touched up.

1797 still needed a full electrical and mechanical checkout. The dropping resistors that provided the low voltage for the control group were checked out and some were found to be bad. Several were replaced. During the rebuilding, the car was at the west end of Barn 4. It was waiting its turn to go over the inspection pit, which is always in high demand. The motor leads were

reconnected by Tim. The Westinghouse 264 switch group contactors were inspected for wear. Shop air was put on the car, and the magnet valves were exercised by pressing on the button that is normally pulled down by the magnet when low voltage electricity is applied. They all worked fairly well. The D3-EG air compressor had also not run in over 50 years. It was determined that it had some seized intake valves. The compressor was removed for overhaul. The intake valves were removed and found to be unsalvageable. Replacements were obtained from a 1500 Volt South Shore Line compressor. Rod lapped them into the 1797's compressor and it was re-hung on the car and reconnected.

On Saturday, June 30, 2012 it was decided that it was time to test the car. The car was pumped up and the main motor knife switch was cut in. Tim took the first point of power, and nothing happened. An inspection showed that the potential relay resistors were open. No problem, we could bypass them temporarily. We took a point of power again and nothing happened.. again! The line switch never picked up. The line switch covers were removed and everything looked good. Then it was noticed that there were some very loose screws on the end of the line switch. That cover was removed and, lo and behold, the overload relay was missing – drat! No one remembered that being removed. Back to the refrigerator car to see if the overload relay was still on the one from Bogalusa. Sure enough it was there and was quickly removed. Back to the 1797 and it fit right in place. It was wired in and another first point of power was

taken. Yea! – it ran for the first time in almost 54 years! It also stopped – that's good too. The pit was empty and we knew the car would run. So it was decided to run the car over to the pit for its first inspection. That went well. Lots of things were cleaned up, lubricated, and adjusted. The journal boxes were previously cleaned and oiled. An inspection of the axle caps (motor support bearings) revealed that they were crusty and dry. They would need to be cleaned and repacked.

On Wednesday July 4th, 2012, a large group of volunteers were on hand. Typically this is the day of the Trolley Pageant, but this year we decided to have it on the following Saturday, rather than have it in the middle of the week. That was good, as we still had work to do. Tim Peters removed the old wool yarn waste. It stank. The axle caps were cleaned and inspected. By the way, the outside temperature hit 102F – it was HOT & HUMID. Meanwhile Tim, Rich Block, Laddie Vitek, Frank Sirinek, and this author made up new bundles of waste for the axle caps. Tim ran the just made up bundles out to the car, while Rich Block repacked the boxes. Meanwhile the group continued making up more bundles. Several times the bundles were returned to be opened up and reduced in size in order to fit just right. By the end of the day the axle caps were repacked. A quick test run with the heat sensor revealed that we did a good job. Motors and journals all ran cool. The restored 1797 was the star of the 2012 Trolley Pageant on July 7th. After its trip around the carline, the 1797 was posed next to sister car, restored 1268. Many pictures were taken.



Work continued on the car. There were a bunch of minor interior items that still needed to be addressed. The 1797 made its first revenue run with the 1268 on September 15th during Museum Showcase Weekend. It ran well and Museum members were impressed with how good the car looked. Having the 1797 and 1268 in the same train gave the passengers a chance to compare the two cars. They were told about the history of the two cars, and how they began service as twins. 1268 looks pretty much as built, but in a 1940s paint scheme. The 1797 shows what could be done to dress up an old car to make it more appealing to the riding public. Unfortunately, the Chicago Rapid Transit Company was in bankruptcy for most of its life, and was unable to overhaul or replace its oldest equipment. Lucky for IRM the old cars were around late enough to be saved.

FEDERAL TRANSIT IN PARKS GRANTS

By Aaron Isaacs

There's a funding source for tourist railroads that has been around since 2006, but has been largely unnoticed. It was built into the federal SAFETEA-LU legislation that also included the reauthorization of Transportation Enhancement grants and all the other funding that we previously knew as ISTEA and later TEA-21. The Paul S. Sarbanes Transit in Parks Program was established to reduce vehicle congestion in and around national parks and other federal lands. It funded alternative transportation systems, such as shuttle buses, bicycle trails and, in a couple of instances, rail passenger service. It was administered by the U.S. Department of Transportation, together with the Department of the Interior and the U.S. Forest Service.

Eligible funding recipients included federal land management agencies (FLMAs) that manage eligible areas, including, but not limited to:

- Bureau of Land Management
- Bureau of Reclamation
- National Park Service
- U.S. Fish and Wildlife Service
- U.S. Forest Service

Eligible recipients also included state, tribal, or local governmental authorities with jurisdiction over land in the vicinity of an eligible area acting with the consent of the FLMA.

Eligible project areas included any federally owned or managed park, refuge or recreational area open to the general public, including: National Parks, National Wildlife Refuges; Bureau of Land Management recreational areas; Bureau of Reclamation recreational areas; and

National Forests. Eligible projects could also include the communities and land surrounding these federal lands.

The grants funded capital and planning expenses. Operating costs were not eligible.

So far it appears that the only rail projects to be funded through the Sarbanes Transit in Parks Program have been the Lowell (Massachusetts) National Historic Park streetcar system, the Cuyahoga Valley Scenic Railroad that serves the Cuyahoga Valley National Park south of Cleveland, Ohio, San Francisco Municipal Railway and the Alaska Railroad.

The City of Lowell was granted \$1,592,292 to expand the 1.5-mile national park trolley system to provide direct public access to the Gallagher Intermodal Transportation Terminal (the MBTA commuter station), downtown commercial sites, cultural and recreational attractions, and the University of Massachusetts - Lowell campus centers. It also received \$338,000 to address safety issues, including signalization of grade crossings, rehabilitation of a trolley bridge, and replacement of deteriorated ties and rails.

The Forest Service purchased diesel multiple unit railcars for the Alaska Railroad to provide passenger service to recreation areas in Chugach National Forest.

The National Park Service received \$300,000 to plan the F-Line streetcar extension from Fisherman's Wharf .85 mile to San Francisco Maritime National Historic Park and the Fort Mason Center at Golden Gate Nat'l Recreation Area.

By far the most successful grantee has been Cuyahoga Valley National Park, on behalf of the Cuyahoga Valley Scenic Railroad that runs its length. To date they have received eleven grants totaling \$3.7 million, to fund these projects:

1. Modernize a 46-year-old Alco C420 to reduce exhaust emissions by 90 percent and reduce fuel consumption by 60 percent, and extend the life of the engine another 25 to 30 years.
2. Rehab the Bike Aboard baggage car, which is part of the Bike Aboard program that promotes visitor access to the park by train, bicycle and trail rather than by car.
3. Rehab the older of two wheelchair accessible cars.
4. Buy a baggage car and convert it into a head-end power car, replacing one that is nearly 60 years old.
5. Rehab track and upgrade crossing signals.
6. Upgrade an online station.
7. Buy two hi-rail trucks.
8. Create an overall plan for the railroad's role in the national park.

Changes under MAP-21

After several one-year SAFETEA-LU extensions, congress in 2012 passed successor legislation, dubbed MAP-21. The Transit in Parks Program was repealed under the new law. However, alternative transportation projects formerly eligible under Transit in Parks are now eligible under the Federal Highway Administration's Federal Lands Transportation Program and the Federal Lands Access Program.

The Federal Lands Transportation Program improves multi-modal access within national parks, forests, wildlife refuges, Bureau of Land Management (BLM) lands, and U.S. Army Corps of Engineers facilities. The FLTP complements the Federal Lands Access Program. Where the Access Program provides funds for state and local roads that access the Federal estate, the FLTP focuses on the transportation infrastructure owned and maintained by Federal lands management agencies.

Federal land management agencies can still implement transit service by detailing their needs for the construction or implementation of public transportation projects. This includes the construction of transit facilities, vehicle acquisition, and transit operations and maintenance.

What does this mean for tourist railroad operators? If it works like the old program, tourist railroads that serve federal lands such as national parks and national forests should contact the appropriate local, state or federal agency to request that the agency sponsor the project. The burden is on the railroad to show that it can play a vital role transporting visitors to and within the federal land. So, do you serve a national park or other federal land? If so, this might be an opportunity.

KNOW YOUR TRACKMOBILE

By William Spoehr,
Northern Ohio Railway Museum

If you're like me, you probably spend hours thinking about Whiting Trackmobiles- where did they come from, whoever invented such a weird vehicle, do they eat their young, etc. Well, actually nobody thinks that much about Trackmobiles, but they are one of those interesting novelties- like Elgin street sweepers and ice eating Zambonis- that probably have a secret fandom somewhere. While surfing the Web, I decided to see if I could find some data on these hybrids.

Like many industries, the Whiting company of Harvey IL had a critter (small industrial switcher) for handling



Northern Ohio Railway Museum's Trackmobile (Whiting 1955) handles a carload of overhead wire poles.

cars within the plant. The critter frequently ended up parked on a blind siding, blocked in by freight cars. This required extensive switching to get the engine where it was needed the next day. Employee Marshall Hartelius saw it would save time if the critter could just set off, drive where it was needed, and set back on the track. During War II Hartelius had flown Navy fighters. You'd think that would be enough adventure for a lifetime, but his greatest challenge lay ahead.

Starting in 1947, he turned the critter into a sort of negative roadrailer- a rail vehicle with retractable ground wheels. Operationally, the conversion worked quite well, but it was horrendously expensive to maintain. So Hartelius built a lighter version from scratch. To make up for the light chassis, he developed a hydraulic coupler that lifted the car end a few inches. This transferred some of the car's weight from its own springs to the car mover's wheels. This version- known as the Mule--was both functional and inexpensive to run.

By 1950 Hartelius realized there might be a market for this thing. So he towed the Mule to various industrial facilities on a demonstration tour. The response was so enthusiastic that Whiting did indeed put the invention into production.

According to Whiting's official web site, the first Trackmobiles had solid rubber tires. Photos of the Mule show a somewhat Jeep-like vehicle, and that may have something to do with choice of the industrial Jeep engine (which, in turn, was the Willys Go Devil economy car engine.) as prime mover. Interestingly, the Zamboni is a modified Jeep.

Finding data about early Trackmobiles on the Web is like pulling teeth. There are plenty of people who

want to sell you one, but these are the newer, diesel-powered models. I finally found a picture of a Model 2MTA that's a dead ringer for ours, except it's yellow. So I consulted the source of all wisdom, our President Walt Stoner, and he sent the following;

The Trackmobile was purchased from the Ohio Department of Administrative Services. This department distributes Federal surplus property to non-profits in this state, normally for 10 cents on the dollar. The Trackmobile was purchased in 1986 for \$350 or 10% of what the Federal government had it listed for at \$3,500. Our Trackmobile was built in 1955 by the Whiting Corp of Harvey, IN. The original cost of the machine was \$8,384.

So now we have Mama switcher (10 tons), Papa switcher (35.5 tons) and Baby switcher (3 tons). Now if somebody can find a hi-rail Zamboni...

HERITAGE RAILNEWS

Bluegrass Railroad Museum Versailles, KY

Here's something new. After recently clearing years of brush that encroached on its tracks, the museum invited the Central Kentucky Metal Detector Club to sweep a short portion of its right of way for metal objects. Sixteen people participated, and found all sorts of things, including tie plates, nails, shells, cans, bottle tops, lids, wire and a Burlington Route boxcar door seal. Reusable track parts went back into inventory, and the rest will be sold for scrap. As a byproduct, the right of way is now safer for walking. The metal detectors have a standing invitation to return.

The museum's line terminates at the

not-in-service Young's High Bridge, a spectacular 1659-foot long structure that soars 283 feet above the Kentucky River. Built in 1889, it last saw trains in 1985. It was recently purchased by Young's Bridge Partners, who intend to use it for bungee jumping events. The only access is by railroad, so the event promoters may charter museum trains to transport the participants and attendees.

Durango Railroad Historical Society Durango, CO

A year ago the society completed the restoration of Denver & Rio Grande Western drop bottom gondola #871, chronicled in RMQ/Trainline Issue 10. This year they have finished the complete rebuild of D&RGW high side gondola #1400. Built as a dump bottom coal gondola in 1902, it received a fixed bottom and high sides in 1925.

A \$11,425 History Colorado grant will fund a restoration plan for the Silverton Northern engine house in Silverton. Currently used by the society for equipment storage, the building needs structural and cosmetic repairs.

East Broad Top, Mount Union, PA

The EBT is disposing of the last hundred or so hopper cars that have sat in the Mount Union yard since abandonment in 1956. Most are badly rusted and may only be candidates for parting out or scrapping.

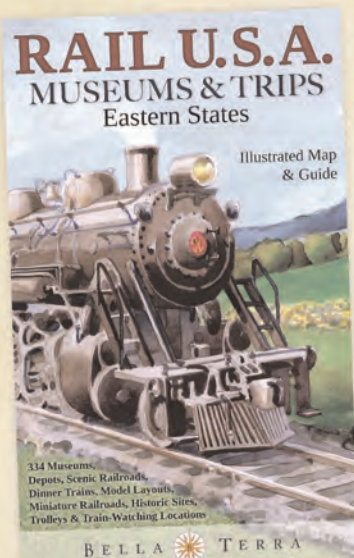
Fraser Valley Heritage Railway Society, Cloverdale, BC

At most non-profit museums, things tend to happen incrementally over several years. The FVHR is an exception. This last year has seen the move to an entirely new site, the opening of a new car barn, the completion of a replica depot, the relocation of a second replica depot, the rollout of a fully restored interurban car and the startup of revenue passenger service.

When ARM visited British Columbia in 2009, one of the side trips was to the FVHR car barn in Surrey, where BC Electric interurban #1225 was being restored and #1304 was awaiting its turn. Much has happened since then. The entire operation was relocated to a new, larger car barn in Cloverdale in October 2012. A replica of the original BCE depot has been built, within feet of the original station site. The restoration of #1225 is complete and it has been mated with a generator car to supply electricity. Scheduled service for the public began May 1. For marketing purposes, the society has rebranded itself as "Interurban Again".

The frosting on the cake is that they are running on home rails. The former interurban line survives as the dieselized freight hauler Southern

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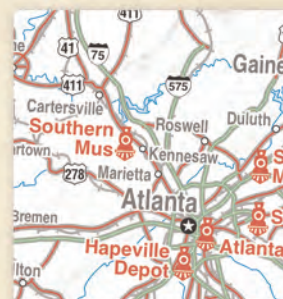


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British Columbia Electric interurban #1225 (St. Louis 1913), powered by a generator car, arrives at the recently completed replica Cloverdale, BC depot. In a short period of time, the Fraser Valley Heritage Railway has moved to a new site and reestablished interurban service on home rails. FVHR photo.

Railway of British Columbia. Passengers are carried from Cloverdale three miles to Sullivan, where FVHR has placed its replica Sullivan waiting shelter across the tracks from the original site. Traveling down the line, the interurban passes between the old overhead catenary poles, which remain in place today. If your idea of

preservation is to recreate the original experience as closely as possible, this is almost as good as it gets.

Friends of the East Broad Top

Although the EBT is currently shut down (temporarily we hope), the Friends continue to restore rolling stock and buildings at Rockhill Furnace. This

excerpt from their May newsletter describes the latest progress.

"Two crews are at work on EBT combine no. 14. The combine crew is currently finishing up the clerestory roof, in which restoration volunteers have installed some new rafters and replaced parts of some others. The rafters support a new deck, gracefully curved at both ends to match the roof's original lines. But FEBT president Lee Rainey, who leads the combine crew, said that despite those and many other new additions, 'the great bulk of the car is still old wood.' It's hard to tell for sure, however, how 'old' the wood is, because it's clear that the car has been rebuilt several times before. Different types of nails offer some clues. The curved ends of the clerestory, for instance, contained mostly old fashioned flat nails, suggesting that the material there was original to the car.

On the other hand, the partition between the passenger and baggage sections of the car was clearly added after the car had aged enough that its shape had already begun to deform. The door, Lee observed, was built not as a perfect rectangle but with angles matching the deformation. The partition may date from the 1930s, he noted. He

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added that nothing found so far in the overhaul of the car gives definitive answers to the questions of who built it or when.

Next up, Lee said, will be gluing new sheathing on the car's sides and beginning to reassemble the decorative surfaces of the interior.

Meanwhile, the steel crew is rebuilding the second of the car's two wood-and-metal composite trucks, having finished the first last year. The second will go more quickly, said Steve Jacobs, the crew leader, because he had a number of parts made for the second truck at the same time they were being made for the first. Still, there are surprises. Steve pointed to where one of the pedestals (within which the journal boxes travel) had worn badly—and that the pedestal in question had already been turned inside out and repaired at some earlier point (That switch left the initials of the car's original owner, the Boston, Revere Beach & Lynn, facing inwards.).

When the steel crew has spare moments, Steve said, members turn their attention to the boxcar that is currently spotted between the paint shop and the EBT shop superintendent's office to hold FEBT supplies. It will get a new roof this summer, in addition to new steel in the walls at one end. The crew also expects to install a second new coal chute on the coal dock at the south end of the yard.

Jim Bacon's crew of 'boiler rats' has largely finished work on the newly leveled blacksmith shop. The doors and lower walls have been rebuilt, replacing wood that had rotted after sinking below ground level. A new concrete pad for the steam hammer's big exterior muffler was poured during the April work session. The crew has also returned a large and motley assortment of tools, parts and other items to roughly where they had been inside the building before the leveling project started. Still on the crew's to-do list are a number of jobs left over from the reconstruction of the boiler house roof, including final touch-ups to the area where the boiler house and machine shop roofs meet. The crew has poured concrete around the rusted base of the west boiler smokestack and plans to give the east stack similar treatment soon.

Meanwhile the fourth crew, known as the 'glass rattlers', has finished work on the west wall of the locomotive shop—parts of which needed new sills—and has restored the wall's windows. The crew has also turned its attention to the locomotive shop's south wall, which also required significant structural repairs (the southeast corner appeared to be supported almost entirely on a tie plate nailed sideways



During its 60th Anniversary streetcar parade, Illinois Railway Museum debuted Chicago & West Towns #141 (McGuire-Cummings 1924). It last ran in 1948, when its body was sold. This is the result of a multi-decade restoration. Jim Vaitkunas photo.

into the rotted base of a door post). Now in progress is a project to rebuild all four of the shop's doors, which will be taken down one at a time and replaced with a temporary door while the repairs are made over the summer.

In February the FEBT board approved just over \$41,000 worth of new and continuing spending on Rockhill Furnace projects.

Houston Railroad Museum Houston, TX

The museum, evicted from its longtime site, was unable to secure a permanent site before the eviction deadline. A temporary storage location was leased and the rolling stock began moving to the temporary site in May.

To assist with permanent site procurement and planning, the Union Pacific Foundation and the Robert W. and Pearl Wallis Knox Foundation have each donated \$10,000.

Illinois Railway Museum, Union, IL

The late Mary G. Ramsay, a longtime IRM member along with her late husband Joe, has left a \$1 million bequest to the museum. Her father was a brakeman on the Burlington. According to the Rail & Wire newsletter, the bequest was unexpected.

Cleveland center entrance streetcar #1218 (Kuhlman 1913) has been acquired. The car later became Shaker Heights Rapid Transit #25. Part of the Lake Shore Electric Museum, it had been given to Cleveland's Crawford Auto Aviation Museum prior to the large sale of equipment. The museum later decided not to keep the car.

More Chicago L cars are headed for IRM, including two members of the 2200-series (Budd 1969), now being

retired.

Minnesota Streetcar Museum Minneapolis, MN

Grants totaling \$16,000 have been received from the Winona Foundation, the 20th Century Electric Railway Foundation and the Thomas E. Dailey Foundation. They will help fund an expansion of the George K. Isaacs Carbarn to accommodate Winona streetcar #10, currently under restoration at the museum's Excelsior shop.

Monticello Railway Museum Monticello, IL

As part of replicating an Illinois Central interlocking tower, the museum is installing some rod-connected pipeline to demonstrate how an "Armstrong" plant actually worked. While a number of preserved towers have retained their Armstrong plants, we're not sure if any are actually connected to anything. This may be a first. Armstrong plants were notable because the lever could move pipe extending hundreds of feet through complex linkages to a switch or signal. These had to be constantly lubricated and it still took a strong person to pull the lever.

Pemberton Historic Trust, Pemberton, NJ

The long-running conflict between the Trust and the City of Pemberton has come to a conclusion, with the city successful in evicting the trust from city-owned property. Over the years the trust had accumulated a collection of vintage rolling stock, which it displayed at the North Pemberton Historic Railroad Station. The equipment



A major facelift by Niles Canyon Railway is reversing the conversion of Southern Pacific diesel-hydraulic #9010 (Krauss-Maffei 1964) from a locomotive into an unpowered video platform. Long term goal? A return to operation. NCRy photo.

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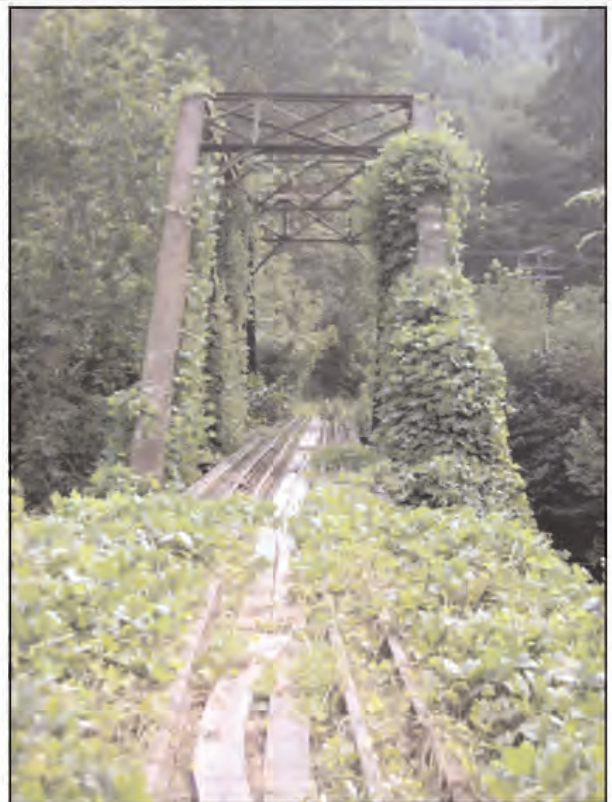
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deteriorated, causing the city to declare it an eyesore. Also, the city alleged that the trust accumulated more rolling stock than their lease permitted. An auction was held on April 1 to dispose of the equipment. It sold for a total of \$46,000.

Georges Creek Railway of Luke, MD bid a total of \$5,100 for the Rock Island box car, wooden shanty, wooden waiting shanty and metal bumper. New Hope & Ivyland Railway bid \$1,650 for the Lehigh Valley hopper car. Pennsy Railcar Restorations of Flemington, bid \$1,000 for the N6 caboose frame and trucks. Morristown & Erie Railway bid \$24,750 for 85 pieces of loose rail, five switch frogs, five switch points, two freight car trucks and all crossties.

Everything else went to scrappers, including two locomotives built by the

Roebling Steel Mill in Florence, NJ., a gondola car and a flat car.

Pennsylvania Trolley Museum Washington, PA

The Pennsylvania Historical and Museum Commission has transferred title of their J. G. Brill photo collection to PTM, where it has been housed since 2002. It contains hundreds of builder photos from Brill subsidiaries American Car Company, Danville Car Company, Kuhlman Car Company, Stephenson Car Company, and Wason Manufacturing Company.

Construction of the Artifact Preservation Building has begun. It will be a 216 foot long by 40 foot wide pole building that will house up to seven streetcars on two tracks, as well as numerous streetcar parts. The budget is

\$500,000, of which \$465,000 has been raised to date.

Cincinnati streetcar #2227 (Cincinnati Car 1915), acquired in the Lake Shore Electric sale of 2009, has returned to service after regauging of its trucks and other major repairs.

Attendance in 2012 set a new record of 30,091, a 12 percent increase over 2011.

Port Stanley Terminal Rail Port Stanley, ON

Port Stanley Terminal runs tourist trains on seven miles of the former London & Port Stanley interurban, from Port Stanley to St. Thomas. This summer will see the re-laying of 1600 feet on track into downtown St. Thomas on the original right of way to reach a replica of the L&PS depot.

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Rail Events

American-style special events are finding their way to England. ATRRM member Rail Events has exported a Dinosaur Train event to Seaton Tramway, which operates narrow gauge heritage trams.

Railroad Museum of New England Thomaston, CT

Because it runs on a state-owned railroad, the museum will receive part of more than \$8 million in Rail Freight Infrastructure Program funding. The museum's Naugatuck Railroad was awarded \$1,649,936 to replace ties and worn rails, and improve a grade crossing at Frost Bridge Road on Route 262 in Watertown.

Siouxland Historic Railroad Association, Sioux City, IA

The Association's Milwaukee Railroad Shops Historic District has received a \$314,862 state grant to build a restroom, walking rails, parking lot and miniature.

Southeastern Railway Museum Duluth, GA

Here's a new way to bring visitors to a museum. Southeastern teamed with Atlanta Physicians Group (APG) to offer free allergy testing, along with free museum admission on May 4. The

program was so successful that it was repeated on May 18. APG made a donation to the museum for each person tested.

Dr. Shue Kothari, CEO of Atlanta Physicians Group, said the museum program is part of his group's effort to test as many people as possible. "A lot of people have undiagnosed allergies, including both food allergies and sensitivity to dust, pollen, and other airborne allergens. For those with mild allergies, this means they just don't feel as good as they could. People with more serious allergies could be risking significant health problems. Treatment is usually both easy and effective – but people need to be tested."

Waterloo Central, Waterloo, ON

Construction of a new light rail line will soon displace part of the Waterloo Central's tourist train. There's some history leading up to this. The Waterloo-St. Jacobs Railway began operations as a for-profit railway on July 12, 1997, but ceased operations in 2000. The City of Waterloo acquired the station in 2000 when the railway folded. The City later established a Visitor and Heritage Information Centre in the building. The Waterloo Central Railway rents space in the station from the City.

The Region of Waterloo acquired the

Waterloo Spur from the defunct Waterloo-St. Jacobs Railway in 2001. The track was originally built by the Grand Trunk Railway in 1885 from Berlin (Kitchener) to Waterloo and extended to Elmira in 1891. When Canadian National Railways abandoned it in the 1990s, it was purchased by a group of investors for the proposed Waterloo-St. Jacobs Railway.

Freight traffic is contracted to the Goderich and Exeter Railway. Track maintenance is handled by the Region of Waterloo and most maintenance is done under contract by the Canadian National. The Waterloo Central Railway began running passenger trains in 2007 under a year to year lease, knowing that that light rail might be built. Light rail construction could begin in 2014.

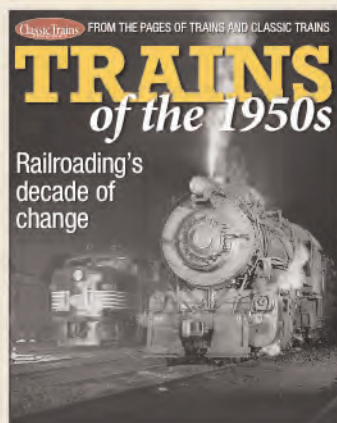
Whippany Railway Museum Whippany, NJ

The museum has restored New York, Susquehanna & Western steel cupola caboose #0112 (International Car 1948).

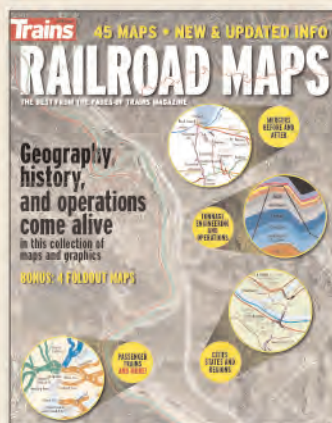
New Jersey DOT has awarded a \$142,000 Transportation Enhancement grant to restore the former Morristown & Erie water tank.

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It's been a big summer for streetcar restoration rollouts. Pennsylvania Trolley Museum completed the regauging and rehab of Cincinnati #2227 (Cincinnati 1915), acquired from the Brookins collection. PTM photo.

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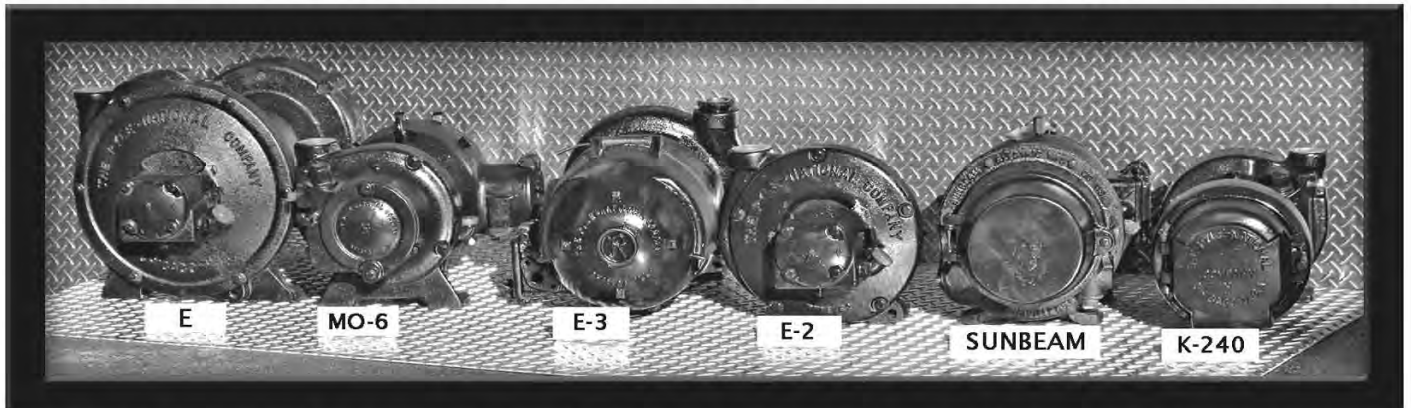
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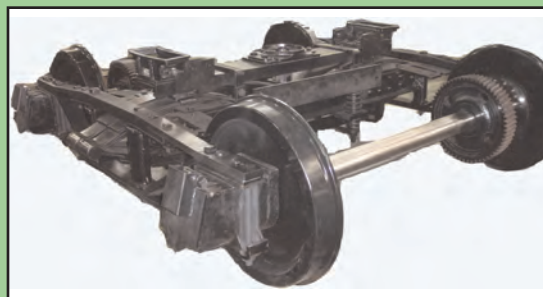
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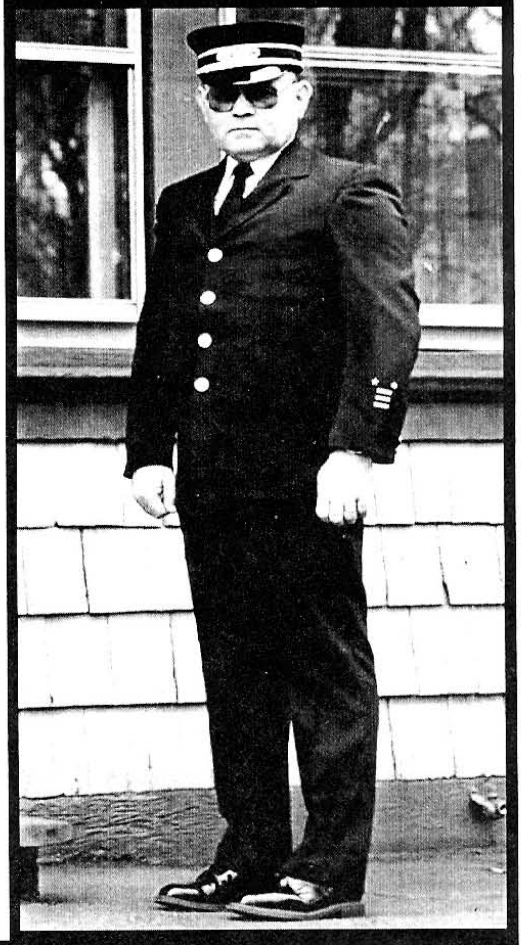
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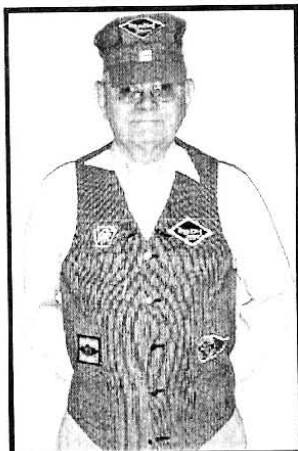
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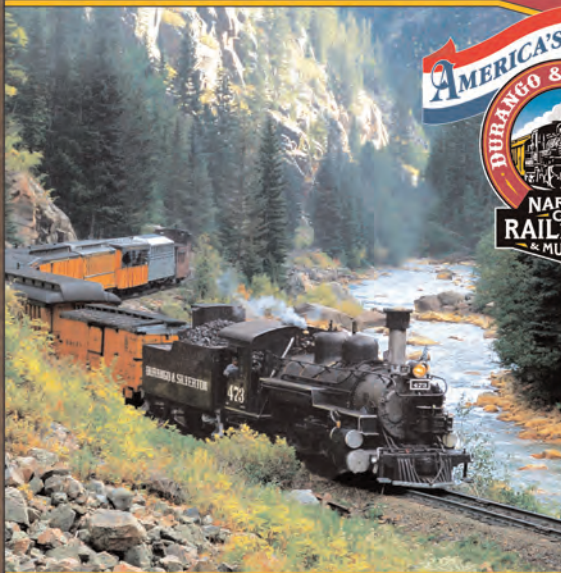
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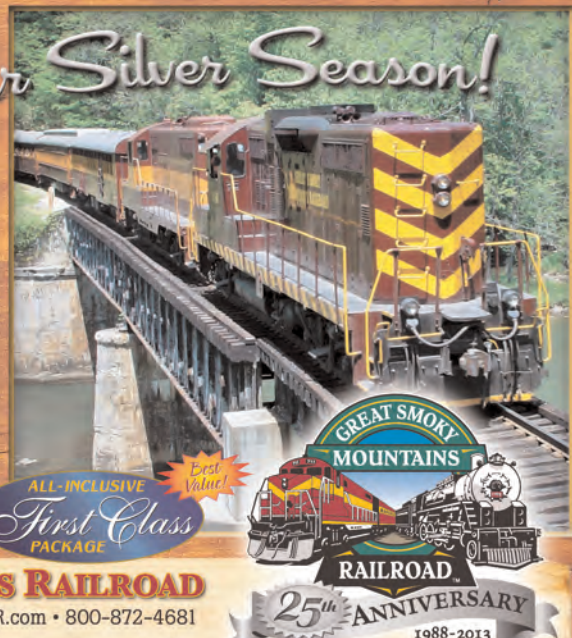
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