

RAILWAY MUSEUM QUARTERLY

TRAINLINE



Number 7

Published cooperatively by the Tourist Railway Association
and the Association of Railway Museums

Winter 2012



Before the ARM/TRAIN convention in Chattanooga, host Tennessee Valley Railway Museum ran an excursion to Summerville, Georgia, over shortline Chattooga & Chickamauga behind recently restored Southern 2-8-0 #630. TVRM regularly runs to Summerville and has installed a turntable, out of the photo at left. #630 is about to pull across the street where it will be watered from a fire hydrant before coupling on for the return trip. For more on the Chattanooga convention, see page 16. Aaron Isaacs photo.

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

Address Service
Requested

ARM
1016 Rosser Street
Conners, GA 30012

McRAIL

Robert D. McCarthy, CIC

Railroad Specialist

35 YEARS OF PROFESSIONAL SERVICE TO:

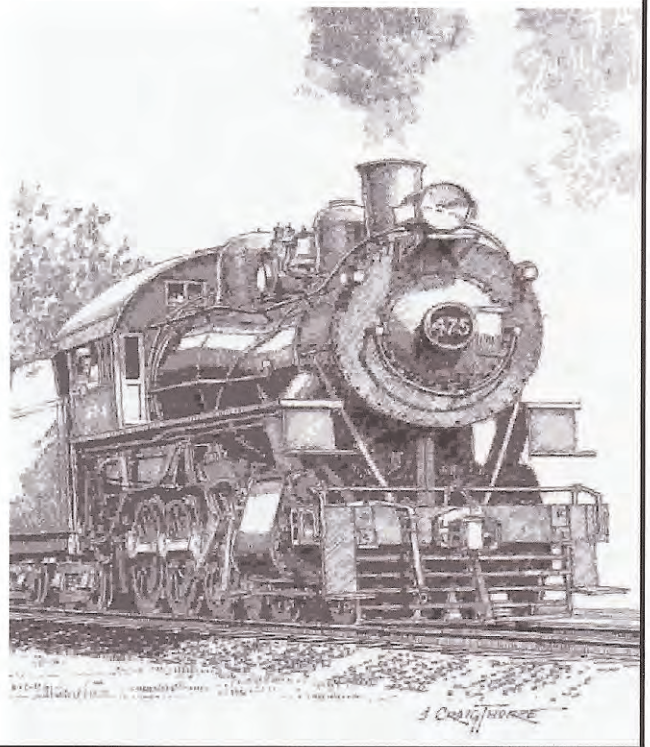
**FREIGHT, EXCURSION & SCENIC RAILROADS, RAILROAD
MUSEUMS, NRHS CHAPTERS, RAIL AUTHORITIES, RAILROAD
CONTRACTORS, EQUIPMENT OWNERS, MFG & SUPPLIERS**

MCCARTHY RAIL INSURANCE MANAGERS, INC

**P.O. Box 243
New Bethlehem, PA 16242**

*Most of our business comes to us
by way of referrals from satisfied
customers. We enjoy working with
railroads.*

**Phone 800-486-6984 OR 814-275-4999
Fax 814-275-1948 bob@mcrail.com
www.mcrail.com**



***McRAIL is pleased to have played a major role in
recent cooperative efforts between ARM and TRAIN
and gladly supports this joint publication.***

Bob McCarthy



The ticketing system of choice
for tourist railroads nationwide.



"The WhistleTix team is great! We use their branded call center and seamless website integration to handle our advance sales. We've been able to increase capacity for our big events about 25% per year thanks to WhistleTix."



"This year, we moved 100% of our Polar Express pre-sales online through our WhistleTix-powered website, and sold out all rides within a few hours."

We'd recommend WhistleTix to any rail operator looking to streamline their ticketing operation for high-demand events."

2012 New Client Special!

Join the WhistleTix Family before March 31, 2012, and get either:

a complete website redesign

\$500 in Google Ads

or \$500 in Facebook Ads

FREE!

Call or email for details.

To see what WhistleTix can do for you, call us toll free at **1-877-WHIS-TIX (877-944-7849)** or email info@whistleTix.com.

ASSOCIATION OF RAILWAY MUSEUMS

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

ARM Membership

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

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

Directors

Richard Anderson, Northwest Railway Museum,
richard.anderson@railwaymuseums.org
Scott Becker, Pennsylvania Trolley Museum
scott.becker@railwaymuseums.org
Bob LaPrelle, Museum of the American Railroad,
bob.laprelle@railwaymuseums.org
Peter Murphy, Exporail,
peter.murphy@railwaymuseums.org
G. Mark Ray, Tennessee Valley Railroad Museum,
mark.ray@railwaymuseums.org
Ken Rucker, National Capital Trolley Museum,
ken.rucker@railwaymuseums.org
Jim Schantz, Seashore Trolley Museum,
jim.schantz@railwaymuseums.org
Jim Vaitkunas, Minnesota Streetcar Museum
jim.vaitkunas@railwaymuseums.org
Kyle Wyatt, California State Railroad Museum,
kyle.wyatt@railwaymuseums.org

Officers

President: Bob LaPrelle
Vice President: Scott Becker
Secretary: Ellen Fishburn,
secretary@railwaymuseums.org
Treasurer: Ken Rucker, 1313 Bonifant Road, Silver
Spring, MD 20905-5961,
ken.rucker@railwaymuseums.org

Committees

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

Staff

Suzanne Grace, Executive Director, 1016 Rosser St.,
Confers, GA 30012 scg@lagniappeassociates.com

Aaron Isaacs, Editor, 3816 Vincent Ave., S., Minneapolis,
MN 55410, rmq@railwaymuseums.org

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.

TRAIN Membership

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

OFFICERS

President: Rick Burchett, Chehalis-Centralia RR
(360) 570-9191 (home/office)
Vice President: Linn Moedinger, Strasburg Rail Road
(717) 687-8421
Secretary: Syl Keller, Monticello Railway Museum,
Monticello, IL (309) 376-3361 (home)
Treasurer: Alan Barnett: Indiana Railway Museum
(812) 936-2405

DIRECTORS

John E. Bush: Roaring Camp Railroads
(831) 335-4484 Ext. 138
Steven M. Butler: San Luis & Rio Grande Railroad
(262) 853-9662 (cel)
Jeffery D. Jackson: American Heritage Railroads
(970) 259-6505
Chris Bertel: Thunder Mountain Line
(817) 737-5885
Richard N. Noonan: California State RR Museum
(916) 445-3145
G. Mark Ray: Tennessee Valley Railroad Museum
(423) 240-1480
Fenner Stevenson: Boone & Scenic Valley Railroad
(515) 432-4249
Meg Warder: Black Hills Central Railroad (605) 574-2222
Erv White: Grand Canyon Railway. 928-607-1493
Frankie Wiseman: Middletown & Hummelstown RR (717)
944-4435 X-18

STAFF

Executive Director: Suzanne Grace (770) 278-0088
scg@lagniappeassociates.org
Editor: Aaron Isaacs (612) 929-7066, aaronmona@aol.com
Webmaster: Bob Harbison (253) 833-2068
Web site: <http://www.traininc.org>

To advertise in Railway Museum Quarterly/Trainline, contact Aaron Isaacs at aaronmona@aol.com.
To download an advertising rate sheet, go to www.railwaymuseums.org/Static/documents/RateCard.pdf

Get MORE out of your **BIG EVENTS** with **WHISTLETIX**



WhistleTix provides ticketing and event marketing solutions **custom built for tourist railroads.**

The WhistleTix team can help you:

Sell more tickets with less work,
with our online ticketing solutions and call center services,

Manage inventory across all sales channels,
so you can confidently sell out without overselling,

Market events more effectively using customer data
and free internet tools like facebook and email, and much more.

Call us today for help with your big events in 2012!



**SANTA TRAINS &
POLAR EXPRESS**

Easter Trains



**Fall Foliage
Excursions**

**Pumpkin Patch
and Halloween**



To see what WhistleTix can do for you, call us toll free at
1-877-WHIS-TIX (877-944-7849) or email info@whistletix.com.

PRESIDENTS' REPORT

By Bob LaPrelle, ARM and
Rick Burchett, TRAIN

The joint ARM/TRAIN conference in Chattanooga was perhaps the most ambitious to date, with an extra day of activities, plus an extra pre-conference excursion. Our thanks to the Tennessee Valley Railway Museum for putting on a great show and doing it in style. You'll read more about it in this issue.

* * *

With the ARM/TRAIN merger imminent, it seemed like a good idea to take the temperature of the membership. A survey was handed out at the conference. It asked our members to evaluate how they are doing, what ARM/TRAIN services are most important, and what new services they would like to see the new organization provide.

According to the survey, our membership is heavily non-profit, even on the tourist railway side. Four of five respondents run both a museum and a tourist railway, a strong indicator of the overlap between the two. Despite the widespread perception that ridership is declining, those surveyed said otherwise. Ridership in the last year increased for 35.3% of respondents, while only 21.6% said it had declined. Looking back over the last decade, the trend is even more pronounced, with 58.3% citing an increase versus 24.5% who saw fewer riders or visitors.

Even after three years of the Great Recession, most of us are holding our own financially. 16.7% said they are running a deficit, while 50% were breaking even and 33.3% were doing better than break-even.

Volunteers are clearly the lifeblood of our member organizations, used by nine out of every ten. We often worry that the existing volunteers will "age out" and not be replaced, yet the survey tells a different story. 57.1% said their volunteer hours had increased in the last decade, compared to 18.4% who saw a decline in hours.

When we asked attendees if their organizations would remain viable into the future, 16% said their long-term viability was in doubt. That's never good to hear, but the other 84% predicted a secure future. 55% saw growth as well as security in their future. That's good news.

ARM/TRAIN 2011

Member Survey Results

1. Is your organization non-profit or for-profit?

Non-profit	89.3%
For-profit	10.7%

2. Do you run a museum?

Yes	80.0%
No	20.0%

3. Do you operate a railroad?

Yes	78.6%
No	21.4%

4. How did your 2011 ridership or visitor count change compared to 2010?

Increased greatly	9.8%
Increased somewhat	25.5%
Stayed about the same	43.1%
Decreased somewhat	19.6%
Decreased greatly	2.0%

5. How has your ridership or visitor count changed in the last decade?

Increased greatly	28.3%
Increased somewhat	30.2%
Stayed about the same	17.0%
Decreased somewhat	17.0%
Decreased greatly	7.5%

6. How would you describe your organization's financial situation?

Large surplus	3.7%
Modest surplus	29.6%
Break even	50.0%
Modest deficit	13.0%
Large deficit	3.7%

7. Do you use volunteers?

Yes	89.1%
No	10.9%

8. If you use volunteers, how have your volunteer hours changed in the last decade?

Increased greatly	16.3%
Increased somewhat	40.8%
Stayed about the same	24.5%
Decreased somewhat	14.3%
Decreased greatly	4.1%

9. How would you describe the future viability of your organization?

Secure and will grow	55.4%
Secure but will not grow	28.6%
Long term viability in doubt	16.1%
Long term survival unlikely	0.0%

The last two questions were open-ended rather than multiple-choice, so here are the comments in rank order. Responses that were basically the same were grouped.

10. What are the two most important benefits you currently receive from ARM or TRAIN?

28	Networking
15	Info at conferences, seminars
10	Information, RMQ/Trainline
6	Advocacy
5	Annual conference
5	Parts sourcing/info
5	Regulation advocacy
3	Regulatory info
3	Standards and best practices

2 Vendor exposure at conferences, access to vendors

1	Recommended Practices
1	Fellowship
1	Supplier info
1	Regulatory advice
1	Grant info
1	Legal advice
1	Professional recognition
1	Maintenance support
1	Restoration
1	Cataloguing

For anyone who has attended an ARM or TRAIN conference, it will come as no surprise that networking is the number one benefit, followed by the sharing of information. Networking leads to longtime friendships among the attendees, and those relationships pay huge benefits when it comes to doing what we do. The conferences provide plenty of good information and that was the number two benefit cited in the comments. Number three is the information provided at other times of the year by Trainline/RMQ, the Parts Letter and other initiatives.

As part of the merger, both Boards have committed to greatly increasing their advocacy role. The survey shows that the membership values the advocacy efforts to date and wants more in the future. We certainly agree.

11. Is there a member need that neither association is currently addressing and which you believe the new organization should provide?

3	Stronger regulatory Advocacy
2	More on marketing
2	Marketing members to the public
2	Repository for parts, publications, used equipment, regulations, past seminars
1	Mechanical competency with newcomers to industry
1	More information sharing
1	More industry data (ridership, revenue)
1	More FRA updates
1	Less expensive conferences
1	More job enrichment programs
1	More visibility in broader museum community
1	More on websites, electronic communications
1	Thinking ahead to the future of our members
1	Group buys of services (insurance, payroll, HR policies, bylaws development, legal)
1	Joint membership and website
1	"How to" section in RMQ/Trainline
1	Specification committees
1	Restoration expertise
1	Support for fund raising and grants
1	Training outside conferences

The last question asks what we can do in the future that is not being done now. The responses speak for themselves and your Boards will take this feedback to heart. Overall, the survey reveals that our industry is in pretty good shape, and gives us good reason to be optimistic about the future.

FRA ADVISORIES NOW ONLINE

Bob Opal is retired from Union Pacific where he specialized in regulatory issues. He has stepped forward to keep TRAIN and ARM members advised of FRA regulatory developments. In order to give our members the most timely and understandable information, Bob has developed one-page Regulatory Action Summaries and posted them online.

On the TRAIN website you'll find them under the "Regulatory" button. They will also appear in the middle of the ARM home page.

Each Regulatory Action Summary tells how the proposed rule applies to tourist railways and when the rule becomes effective, followed by links to the rule itself.

Don't look for these updates in RMO/Trainline. A quarterly publication simply isn't timely enough, so they will only appear online.

MARKETPLACE

By James Porterfield

The Next Generation: Some Suggestions

Steve Barry, the Editor of RAILFAN & RAILROAD, once said, "The railroad doing more to create the next generation of railfans than any other is the North Western Railway. That's where Thomas the Tank Engine™ works." Many of you are familiar with the popularity of Thomas with pre-schoolers. Today, when children outgrow Thomas, there is Chris Van Allsburg's story of THE POLAR EXPRESS for 6- to 12-year olds. Next comes Harry Potter, who boards the Hogwarts Express from Platform 9 3/4 at King's Cross Station and sets off for Hogsmeade Station and Hogwarts Academy.

What this adds up to is a favorable predisposition to trains among a broad swath of children approaching their mid teens and eventual adulthood. Thomas, Van Allsburg and Harry Potter lay the groundwork, portraying trains and railway heritage (in each case the locomotives are steam) in a favorable light. Your task, in addressing the critical issue of engaging a new generation in the railway community, is

to translate that predisposition into volunteerism and attendance. Here are some suggestions drawn from several interesting conversations.

The First Step: Diane Kopasz, Director of Communication for the Association of Children's Museums, recommends that to connect with young people, "go to where they already are, on cell phones, on line, using iPads and apps. Make connecting with you fun and cool. Draw connections between trains and other things that are current to young people, technology, perhaps, or employment. Show trains to be something with a future." She adds that "exhibiting at innovation conferences and idea expos in your area will showcase what you do."

Kopasz then called attention to the Fall 2011 issue of ACM's quarterly newsletter, HAND TO HAND (to download a .pdf, go to <http://tinyurl.com/772o2o2>), the theme of which is "Volunteers." There you'll find seven articles devoted to engaging young people in the work of your facility. They include "Work With Me Here: Changing Organizational Culture to Engage Volunteers" by Jay Haapala of the Minnesota Children's Museum, "Tucson Teens Volunteering...and Not Just 'cuz Mom Said So" by Jennifer Phillips from the Children's Museum Tucson, and a Q & A with Marcia Hale, a specialist in working with volunteers in the "education/attraction environment."

Suzanne Grace, the Executive Director of ARM/TRAIN, echoed Kopasz in part by saying, "encourage young people with hands-on activities, like volunteering for work projects. Then take the time to mentor them and foster their continued participation." She also recommends the creation of interactive exhibits. This has two advantages: By assigning the creation or such exhibits to young volunteers, you involve them, and their work is likely to capture the attention and imagination of other young people.

Suzanne then referred me to Fenner Stevenson, General Manager of the Boone & Scenic Valley Railroad & Museum in Boone, Iowa, who is known to be effective at developing a cadre of young volunteers for the railroad. "We start by recruiting kids from local schools to help us with our Santa Express and other special trains for young children," Stevenson says. "That familiarizes them with the railroad. We then encourage our established people to welcome and embrace their presence. Our goal is to provide them with a positive and fun experience. Our eventual aim is to involve the teens in the rest of our season." He reports that his operation has worked with kids as young as 11 or 12, who may

accompany a parent who is already a volunteer. "An 11-year old boy was looking for something to do one day. I asked him if he'd like to help replace bricks in our platform. He took to the task with relish. Now he's 18 and a regular volunteer." Stevenson adds that he's not averse to calling a parent to ask if a child can help. "When the answer is yes, they often bring friends." Stevenson could have written the Haapala article in HAND TO HAND.

Finally, don't overlook the fact that many schools and colleges require students to complete a public service requirement. School papers may run public service announcements about your search for volunteers, and your local newspaper or television station might do a feature about young people serving the community. Juvenile courts look for venues to assign as community service for non-violent offenders. The Boy Scouts and Girl Scouts encourage community service too, as do religious organizations.

To find the local Boy Scout Council for your area, visit <http://tinyurl.com/7j3anj>, and alert the Council that your location is available for tours (perhaps discounted or gratis). Better yet, create and offer special small group learning opportunities as an activity for troops in your area. For even greater involvement, Renée Fairrer, Public Relations Manager for Boy Scouts of America, suggests, "the most significant way to expand on the relationship is for someone from the railroad to offer to become a merit badge counselor for the Railroad Merit Badge." For information on this Badge, go to <http://tinyurl.com/7xl0nxp>. Designate a member of your staff, or a permanent volunteer, to promote your willingness to work with interested scouts through your local Boy Scout Council. For more information on how to begin this process, visit <http://tinyurl.com/p9xhaf>. Similarly, you can begin to engage the Girl Scouts by going to www.girlscouts.org/councilfinder/.

Other Resources: Kalmbach's TRAINS4KIDS magazine, launched in 2010 and aimed at 3-to-8 year olds, helps bridge a child's interest from Thomas to the Polar Express and Hogwarts Express. To order copies for your gift shop, contact Kalmbach's retail sales operation at 800/558-1544, ext. 3, by email at tss@kalmbach.com, or on the web at www.Retailers.Kalmbach.com.

To keep abreast of evolving social media tools and their use, enroll in a free subscription, such as to SOCIAL MEDIA TODAY (<http://socialmediatoday.com>), an aggregating service that delivers current thinking on all aspects of social media

communications and marketing each week. You don't have to be a technology wizard to benefit from of its content, and you can pick or skip links as you choose.

This assumes you already have a Facebook page, a Twitter account, and use Flickr and YouTube. But if Facebook-Twitter-Flickr/YouTube sounds like a hazing ritual or treatment for a contagious disease to you, social media is the perfect place to assign your first Teen Committee of volunteers to begin work.

If you haven't witnessed the appeal of GEOCACHING to young people (last summer I watched a half-dozen teens enthusiastically pour over a patch of hillside near Brush Tunnel, along the Western Maryland Scenic Railroad/Great Allegheny Passage rail trail between Frostburg and Cumberland, Maryland, looking for a Geocache tag), go to www.geocaching.com/travel/default.aspx to learn how you might employ this electronic tool to build interest in your facility.

Visit www.socialbrite.org and click on the FREE REPORTS tab to locate and download research reports on all manner of helpful subjects. An 85-page report titled "Generation M2: Media in the Lives of 8- to 18-Year Olds," for

example, published in 2010 by the respected Kaiser Family Foundation, offers this: that among all 8- to 18-year-olds, 84% have home internet access (compared to just 47% in 2000); that 64% of this group make recreational use of a computer each day; that those who do use a computer spend an average of 2 hours 19 minutes daily on the computer; and that the three most popular activities, in order, are visiting social networking sites, playing computer games, and watching videos. How might this data alone impact your effort to attract young people to your events or become volunteers?

Two Warnings: Everyone who spoke on this subject pointed out two additional things to consider: 1]. Remember that young people have what Fenner Stevenson calls "a higher-than-average level of energy," making proper supervision and a written policy of disciplinary procedures (one identical to what you apply to older volunteers) necessary; and, 2]. Be sure your background checks on both adults and youngsters include a search for any record of child abuse.

Help!: If you have positive experiences attracting, training, managing, and making use of young people ages 15 to 25 in your railroad heritage facility as volunteers or

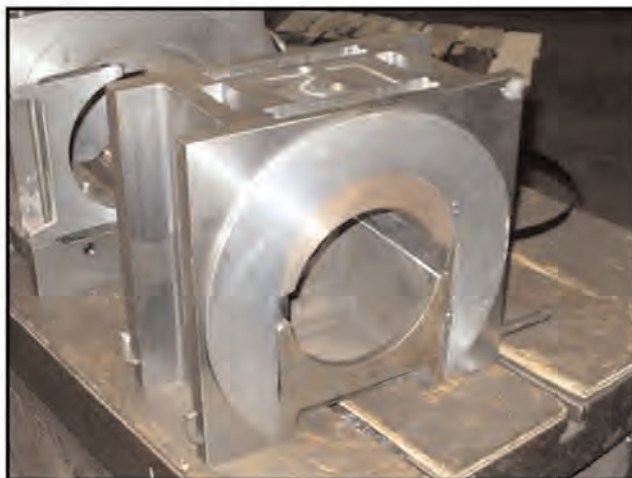
attendees, drop me an email at jamesdporterfield@mac.com. Together we can develop a database of what works.

Something Completely Different: Concerning the aforementioned Polar Express™, that event has been reported by many to be a huge success, with capacity crowds, added runs, perhaps even some disappointed late-comers. How could you make it any better?

John Smith of the Durbin & Greenbrier Valley Railroad in Elkins, West Virginia, tried this: He recruited the local theater group that does his murder mystery dinner trains to create a dance routine to serve the hot chocolate. With carafes of hot chocolate pre-placed in each of the six cars in his train, twelve chefs would enter a car and, using elaborate gestures synchronized to the Hot Chocolate song, replicate the scene in the movie when hot chocolate is served. They'd then move to the next car. He reports that the children were "thrilled" and the adults "amazed." The biggest challenge? Very little time to pull the routine off for the 40 people in each car, just the 2:38 minutes of the song's soundtrack. The added cost was allocated among other per-person costs, such as for the mugs, cookies and bell.



We can perform the full spectrum of work on driving wheels: tires, wheel centers, axles, crankpins. Our skilled machinists can and do handle any repair, overhaul, or replacement of these vital components.

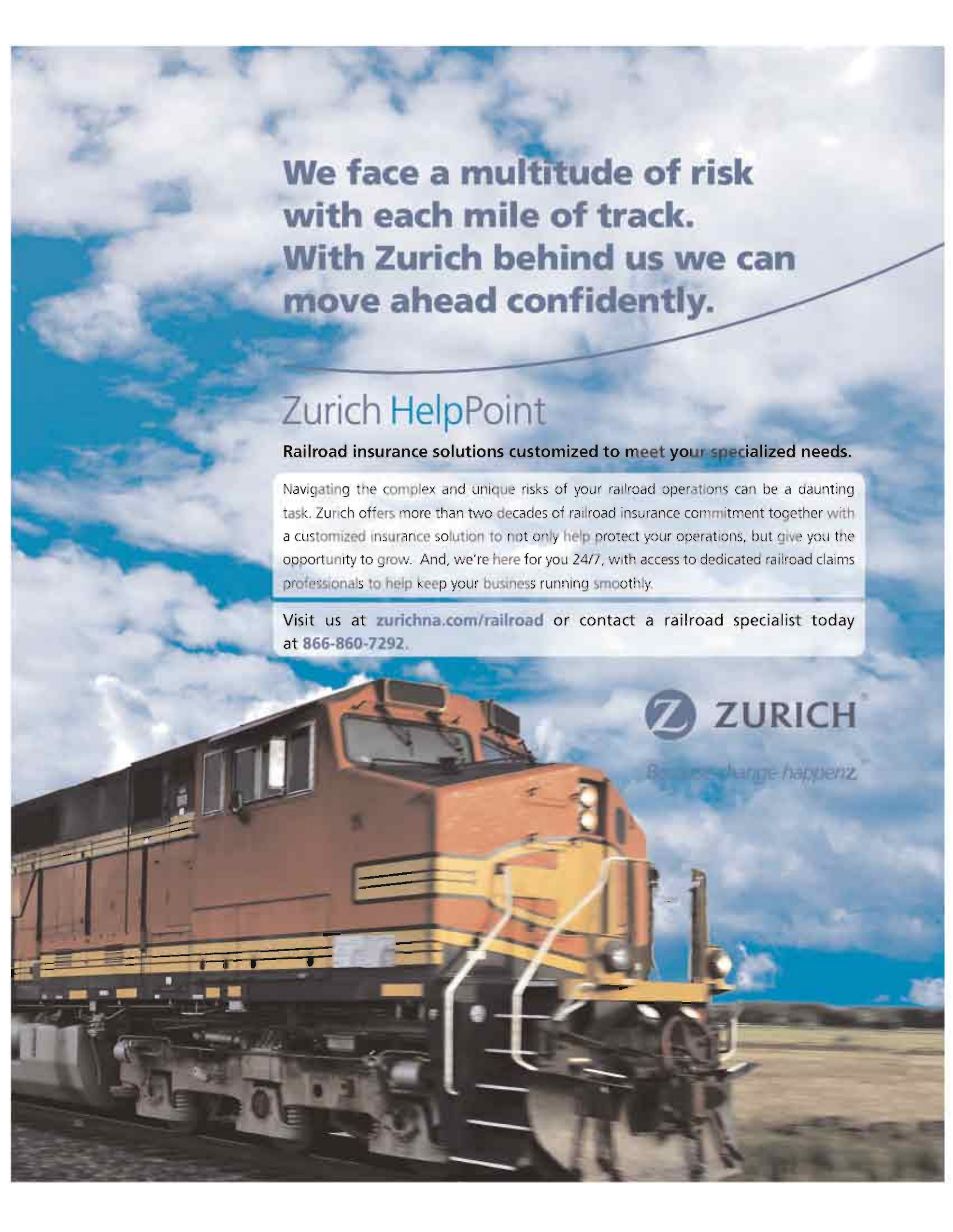


Our machinists have overhauled driving boxes by the dozen. Crown brass replacement, new hubliners, shoe & wedge faces overhauled, or completely new boxes are within our abilities.



Shop & Mechanical Services

Contact: Kelly Anderson, VP Shops, Strasburg Rail Road Company
P. O. Box 96, Strasburg, PA 17579-0096
Phone 717-687-8421 • Fax 717-687-6194
E-mail: kelly@strasburgrailroad.com
<http://www.strasburgrailroad.com/mechanical-shop.php>



**We face a multitude of risk
with each mile of track.
With Zurich behind us we can
move ahead confidently.**

Zurich **HelpPoint**

Railroad insurance solutions customized to meet your specialized needs.

Navigating the complex and unique risks of your railroad operations can be a daunting task. Zurich offers more than two decades of railroad insurance commitment together with a customized insurance solution to not only help protect your operations, but give you the opportunity to grow. And, we're here for you 24/7, with access to dedicated railroad claims professionals to help keep your business running smoothly.

Visit us at zurichna.com/railroad or contact a railroad specialist today at 866-860-7292.



PIGGYBACKING

By John P. Hankey

Let's begin with a point many of us find dreadfully familiar: Powerful forces of technology, commerce, and who-knows-what-else drive us ever-deeper into the "Digital Age." The changes unfold at an accelerating pace. Many of the opportunities are bewilderingly complex and require skills and resources beyond our means. We don't seem to have much control, and in any case, large corporations set the agendas. It is difficult enough just to keep up with the tail end of the wave, much less fully embrace the possibilities.

But wait! We've been there before. Substitute "Railway Age" for "Digital Age," and you also describe the way many—perhaps, most—Americans felt 150 years ago. As the new suite of technologies we call "The Railroad" (steam locomotives, the telegraph, standardization, the emergence of a flexible, robust transportation network) gained coherence in the mid-Nineteenth Century, people had pretty much the same response as we do to "The Internet" and its related developments. Both are classic "disruptive" and "foundational" technologies that fundamentally change the way we do our business and live our lives.

People embrace technologies like these because they solve everyday problems, let us accomplish all sorts of tasks more efficiently, and open all sorts of new and previously unimagined possibilities. I can, for example, be relatively certain that no one in the United States in 1820 even remotely believed it possible to cross the continent in one week. Just five decades later, it was not only possible, but also hailed as an example of human progress.

My point is not to celebrate "the railroad." My real hope is to enlarge an active conversation within railway heritage. It started some time ago and has ebbed and flowed according to how distracted we were and what immediate crises we happened to be dealing with. It begins with a query: How should the field of railway heritage as a whole engage the "Digital Age"? That is not a rhetorical, academic, or casual question. And it is not something we can deal with piecemeal or half-heartedly—at least, not if we really want to take full advantage.

I certainly don't know the answer, but it seems like a good idea to at least get some ideas out on the table. There are folks throughout the museum, preservation, and operation communities who are doing interesting things and pushing the edges of our

very old-fashioned envelopes.

At heart, these "Digital Issues" are about hardware, software, systems, technologies, and other technical/logistical/contractual issues. The first question might be one of simple cooperation. Put another way, does every museum, heritage rail operator, historic site, NRHS Chapter, and commercial railroad heritage enterprise need to reinvent the wheel? There are creative and efficient private firms beginning to offer ticketing and other specialized back office services, and that is A Good Thing. The more small businesses we can support (ones that understand our core missions and deliver good value), the better all around.

We would be well served to see where we can aggregate our common functions and (at least for certain purposes) act jointly. NRHS and ARM/TRAIN have been heading in that direction for several years. There are other railway heritage organizations with (collectively) many thousands of members. Would it make sense to coordinate and streamline functions like membership services, newsletter delivery, website maintenance, and digital content provision?

I am not for an instant suggesting that any single railway heritage organization compromise its identity,

Railroad Books & Magazines for your Customers

Nothing enhances a memorable train ride or museum visit like a souvenir book or magazine specific to your operation. Carstens offers a wide range of relevant and profitable titles. Call us today.

RAILFAN & RAILROAD

Est. 1906 as *Railroad Man's Magazine*. Now in its 100th year of providing News Photos & Articles of interest to railroad enthusiast

RAILROAD MODEL CHATTERMAN

Since 1933, the premier monthly for model train fans, each issue is packed with model & prototype railroad information & projects



Two Examples of our Book Offerings



Many museums and operations feature narrow gauge trains, and this new title tells the story of slim gauge rolling stock. Over 70 scale drawings & photos cover equipment from all over N. America.

Great Railroad Photography 2010 features the exciting work of eight photographers spanning the range of style and expression. The stunning photography will capture even the most casual of rail fans.

Call us today & put more profit in your gift shop

Carstens
PUBLICATIONS, INC.

108 Phil Hardin Rd • Newton, NJ 07860
Toll free 888-526-5365 • books@carstens-publications.com
www.carstens-publications.com

COUNTRY TRAINS GIFTS FOR RAILROADERS

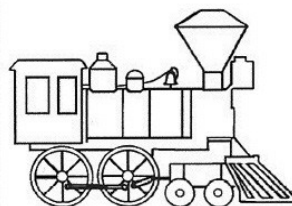
- Herald & Engine Mugs • T-shirts • Buckles •
- Engineer Pin Stripe Hats • Herald Hats •
- Belts • Pins • Copper Cuts • Prints •
- Standard Railroad Signs • Whistles •
- Stickers • Signs • Key Chains •
- Toys • Rings • Plaques •
- Postcards • Suspenders •
- & The Unusual •

Catalog Available

Down load direct from

www.countrytrains.com

or call and ask for a copy on cd or as a paper version



COUNTRY TRAINS
P.O. BOX 250
14009 S. GARDNER AVE.
ELLERSLIE, MD 21529-0250
TEL 301-759-3605
FAX 301-759-3609
WEEKDAYS 9AM - 5PM
E-mail - ct@hereintown.net

FIRST STOP: FunTrainRides.com

Make FunTrainRides.com the first stop
on your railroading vacation adventure.

FunTrainRides.com is your online
directory for tourist railroads.
Experience beauty and fun
while traveling on one of many
historic railroads.

Explore **FunTrainRides.com**.



DYNAMIC TICKET
SOLUTIONS



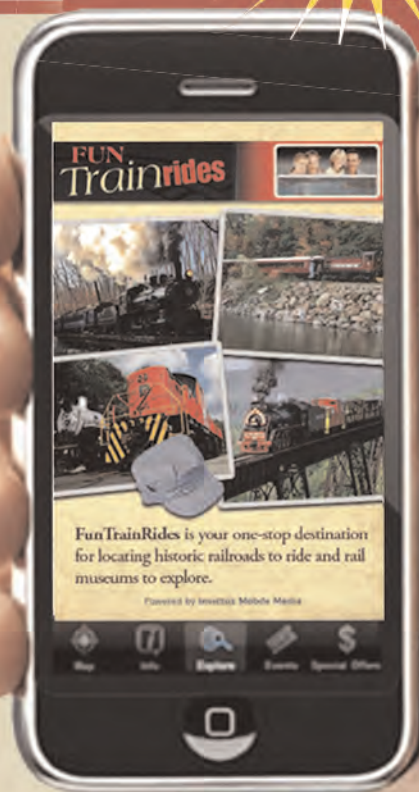
Tons of Iron and Steam – at Your Fingertips

Grab the FunTrainRides
smartphone app to find a tourist
railroad near you anywhere anytime.
Use your phone to scan the QR

code or visit
FunTrainRides.com
from your mobile
device.



FunTrainRides.com is a service
of Dynamic Ticket Solutions, LLC



Historic Machinery Services Corporation

P.O. Box 856

Springville, Alabama

SHOP PHONE AND FAX 256 538 6938

WWW.HISTORICMACHINERYSERVICES.COM

- * 33 Years experience
- * Repairs to Operating Equipment
- * Extensive Rebuilding or Minor Repairs
- * Museum Quality Restoration and Conservation
- * Steam Locomotives and Steam Engines
- * Industrial Machinery - metal and woodworking
- * Boiler Work:
 - Form 4 inspections and calculations
 - Repairs and Alterations
 - ASME certified welders
- * Part Replication:
 - From your drawing or old part
 - Injector Nozzles
 - Lever Operated Alemite Crank Pin Grease Gun
 - Washout Plugs, Bronze
 - SB-61 Pressure Part Bronze Castings
- * Portable Crank Pin Turning
- * King & Paxton-Mitchell Rod & Valve Stem Packing

give up its independence, or change what it does for its members. But it may be time to find ways to streamline and automate the ways we get certain things done. If we cooperated, there may be enough "back office" work to get volume discounts and support fairly-paid contractors to do the label-licking, envelope-stuffing, data entry, list maintenance, newsletter-producing, FRA reporting, and other sorts of Internet-based busywork.

That requires cooperation and coordination. ARM/TRAIN and NRHS account for a substantial of active railway heritage entities across the continent. Why not invite the Canadian Council for Railway Heritage to join the effort?

At the final joint A R M - T R A I N conference in

Chattanooga (in my opinion one of the finest, most productive meetings railway heritage has ever held), Greg Molloy and Jeff Smith of the NRHS presented an idea. NRHS, like ARM and TRAIN, is essentially a national coordinating organization for hundreds of regional and local railway heritage entities. The NRHS "national" organization recently completed a reorganization and institutional streamlining, and is facing the same issues ARM/TRAIN are dealing with. There is much institutional overlap, and many NRHS Chapters are museums, operating heritage railroads, and ARM/TRAIN members. There are common issues and shared challenges.

NRHS has substantial Internet and IS/IT resources. As part of the Railway Heritage Initiative, it had previously created the online "Railway Heritage Calendar," an Internet resource where any railroad-related entity could post its upcoming events. Clearly, NRHS understands that it can be an "honest broker" and colleague institution in advancing a common agenda—in this case, a straightforward "Master Calendar" so that we can all at least have a sense of what other folks are doing.

The details of the NRHS offer to the general field of railway heritage were both powerful and subtle: NRHS is



Not representative

Looking for that perfect railcar for your railroad or museum? Thinking of selling your surplus railroad equipment to bring in some additional cash?

We can help!

D. F. Barnhardt and Associates

Equipment brokerage services, auctions, appraisals and railroad consulting.

812 Terry Lane, Key West, FL 33040

704-436-9393, 305-509-7512, 305-509-7513

Fax 305-517-6531

www.trains-trams-trolleys.com/

willing host a “portal” site, on which almost any legitimate railway heritage institution could post data, links, information, or whatever might be useful to anyone hoping to learn more about some aspect of railway heritage.

Greg Molloy and Jeff Smith describe it as a safe, neutral, accessible place to post data sets and resources, serve as a clearinghouse and “roadmap” to railway heritage, and generally give us a prominent Internet presence where all sorts of audiences could engage railway heritage in all its varieties.

This would not be an “NRHS Site,” but a platform for railway heritage generally that just happens to be hosted by the NRHS—an important distinction. It is a deceptively simple idea. NRHS would provide the underlying site, server capacity, information architecture, and system administration. It would be a “gateway,” in the sense that anyone entering would be invited to explore the whole range of railway preservation. It was their hope that a broad spectrum of railroad-related organizations would participate and help make it easy for new audiences to become interested in some aspect of railroading.

Think of it as a digital version of the famous Information Desk at Grand Central Station, or a giant, indexed, well-organized bulletin board of

potentially astonishing depth and reach. It is an ambitious (but surprisingly straightforward and economical) initiative. To be successful, it will require the cooperation of organizations across the continent and throughout the field. It is one of the ways we can make railway heritage easier to find, easier to enjoy, and a reliable—if small—presence in the parallel universe that is the Digital Age.

The National Railway Historical Society is offering us all the kind of opportunity that only comes along once in a great while. We have nothing to lose and a great deal to gain by at least seriously considering it—and then acting on it. Look for more details in the next RMQ—which you might even read as a digital file.

TOUGH TIMES FOR STATE MUSEUMS

By Aaron Isaacs

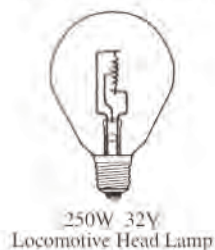
Most railway museums are independent non-profits, but a small number of institutions are state-owned and operated. This includes the California State Railroad Museum and its subsidiary Railtown 1897, Nevada State Railroad Museum, Railroad Museum of Pennsylvania, Cass Scenic Railroad, Texas State Railroad,

Georgetown Loop, Cumbres & Toltec and North Carolina Museum of Transportation. In the past, government funding permitted most of these institutions to employ considerably more paid staff than the volunteer-based independent non-profits and to build larger facilities. Full-time professional staff in turn led to more marketing and higher levels of visitation. It's fair to say that the non-governmental museums have often been envious.

That perception is being turned on its head by the Great Recession, which has hammered state budgets. Not surprisingly, legislatures faced with cuts to basic services have viewed state-run museums as less than essential. As a result, the state-run museums have had to absorb major funding cuts.

Because its economy is so dependent on tourism, the Great Recession hit Nevada particularly hard. Budget cuts started in 2007 and worsened in 2009. At the time, the seven state-supported museums were 100 percent funded through the state general fund. As tax revenues dropped, this made them immediate targets for cutting. For awhile it appeared that the Nevada State Railroad Museum's Carson City and East Ely locations would both close. That didn't happen, but as of July 1, 2009, museum support was cut by 50%. Museum staff statewide went from 40

LOCOMOTIVE & STREET RAILWAY LIGHT BULBS



CUSTOM MADE TO YOUR SPECIFICATIONS – All Shapes, Watts, Voltages



AAMSCO LIGHTING, INC.

100 Lamp Light Circle • Summerville, SC 29483

1-800-221-9092 • Fax 843-278-0001 • www.aamsco.com

hours per week to 32 hours per week. All seven museums, which includes Carson City, East Ely and the Boulder City tourist railroad, closed Tuesdays through Thursdays. Statewide the Division of Museums and History reduced its employees from 97 to 59. Because the economy has been slow recovering, there has been no restoration of hours, staff or budget.

Because of the cuts, all museum activities have been reduced accordingly. Fewer hours caused a comparable reduction in income, as well as all museum restoration activities. According to Division of Museums and History Administrator Peter Barton, the state economy seems to have stabilized this year. He foresees little change in museum budgets during the present biennial budget cycle, which ends July 2013. Nevada's Sesquicentennial is 2014, and hopefully that will bring some restoration of services. Another cause for hope is that the museums now get half their funding from hotel taxes, and only half from the general fund.

Among the Nevada State Railroad Museums operations, Boulder has been the bright spot, with annual ridership growing to over 30,000 in 2011. The Carson City museum saw 17,000 visitors and East Ely 11,000.

It's well known that California faces

one of the most challenging financial situations of any state. Among the many programs targeted for funding reductions are state parks, which include the California State Railroad Museum in Sacramento and its affiliated Railtown 1897 State Historic Park in Jamestown. Following years of accumulative but less drastic funding reductions, in 2011 the State Legislature mandated a \$22 million cut in state park expenses over two years. In response to the Legislature's planned cuts, a Park Closure list was developed using a variety of criteria including revenue and attendance. The list identifies 70 of the system's 279 State Park units for closure—including Railtown.

What would "closure" mean? According to CSRM Museum Director Paul Hammond, it could mean mothballing the Park with a skeleton staff if no alternatives are found. The property is unfenced and there are numerous pieces of rolling stock and equipment stored outside. Given these concerns, closing Railtown could be a fairly expensive and complex undertaking and the operation difficult to rebuild in the future. Hammond notes that State Parks staff is working actively with local government officials and other interested parties to develop alternatives to closure.

Railtown is an important economic engine for Jamestown and Tuolumne County, welcoming over 55,000 visitors in 2011. There are six permanent and five part-time seasonal State Parks staff, another three part-time employees of the nonprofit CSRM Foundation, and 150 active State Parks volunteers who in 2011 contributed some 24,000 hours. There are also 1,300 Railtown Associates (members).

Although State Parks' flagship railroad museum in Sacramento is not on the closure list, its budget has also been reduced. Seasonal employees have had hours reduced and vacant full-time positions have gone unfilled. A statewide layoff process leaves additional uncertainty, but Museum visitation and ridership numbers remain strong. Hammond believes it is too soon to predict whether Parks budget cuts will continue, or whether legislators will conclude that further cuts to State Parks could harm the tourism industry, one of California's economic bright spots.

According to a pair of stories in the Charlotte Observer, the North Carolina Transportation Museum has lost half of its \$1 million annual funding, on top of experiencing a 25 percent drop in visitors. The visitor decline is the direct result of charging admission for the first time. Prior to the cut in state

Risk Management Experts in the Railroad Industry.

Risk Consulting:

- ♦ Loss Control
- ♦ Claims Management
- ♦ Commercial Lines
- ♦ Surety Bonds
- ♦ Employee Benefits
- ♦ Personal Risk

Thomas M. English
tenglish@thomasmcgee.com
 Direct: (816) 843-4480

John P. Minnis
jminnis@thomasmcgee.com
 Direct: (816) 843-4642



Thomas McGee, L.C. is your Trusted Advisor.

www.thomasmcgee.com



IT'S HOW WE ROLL

At AJAX Rolled Ring and Machine, customers are our main focus. In order for AJAX to become your primary supplier, we have initiated lean strategies, enabling us to reduce our lead times and lower our prices. AJAX manufactures rail tires for light rail vehicles, tourist railroads and the mining industry. We manufacture to AAR specifications and materials to A551-Class B, BHT, C, CHT, D and DHT from 16 to 72 inches in diameter. AJAX also offers its customers contour rolling, in-house heat treating and machining to specific requirements, all within a 3- to 6-week lead time, depending on your particular requirements. AJAX is working to ensure a mutually beneficial relationship. We're ready to roll when you are.

**CONTACT AN AJAX
REPRESENTATIVE TODAY.**

www.ajaxring.com



AJAX

subsidy, admission had been free and annual attendance was around 100,000. Despite the new ticket revenue, museum staff has been cut from 18 full time employees to eleven.

According to the Observer, all state funding is scheduled to disappear in 2013, although museum staff is lobbying for a delay. Other state funded historic sites are experiencing cuts, but NCTM is the only one being cut completely in such a short time. The museum is projected to generate \$350,000 in annual revenue in 2012, but its staff estimates it needs \$750,000-875,000 per year to operate.

The museum's foundation has raised money for capital improvements and specific programming in the past, but for the first time is contributing general operating funds, \$100,000 this year. That number is expected to increase next year. The foundation has five full-time employees and cut two positions several years ago.

In late 2009, the State of Pennsylvania implemented a reduced budget that resulted in employee furloughs. Railroad Museum of Pennsylvania lost several staff members. It was able to hire some of them back with funding from the Friends of the Railroad Museum, which stepped up its fund raising. Fundraising by the Friends has replaced most of the lost funds but the furloughed employees took considerable expertise with them. As in California, state museum employees have statewide seniority, which brought in some people who had worked at other museums. According to Director Charlie Fox, the primary impact of staff reductions was on the interpretive and collections departments. Those positions are now being filled to a large extent by volunteers.

Despite the reduced operating budget, RRMP still receives about \$1 million annually from the state, and generates another million in revenue. Under the circumstances, Fox feels that the museum weathered the cuts quite well. The admission price did not change. Annual visitation is about 130,000 and holding steady. Further budget cuts are not anticipated.

Capital funding from the state was not reduced, and three major capital improvements are expected to bring in more visitors and revenue. As of January 2012, the Rolling Stock Hall is heated for the first time. Temperatures in the Hall used to drop as low as 20 degrees in the winter, which discouraged attendance and was also hard on the exhibits.

\$4.5 million has been authorized for entirely new exhibits. Preliminary design has begun, with completion over the next 2-3 years.

The museum's west yard has been an open-air static equipment display for many years. Funding has been received to build a new roundhouse (the turntable is already in place). The design phase is almost complete, and construction will take place over the next 2-3 years.

ARM AND TRAIN MEET IN CHATTANOOGA

By Aaron Isaacs

Preconference trip 1: To Georgia

The Tennessee Valley Railroad Museum (TVRM) hosted the third joint ARM/TRAIN conference, and the last one before the two organizations merge in 2012. Attendees experienced a conference jam-packed with seminars and plenty of train riding. As usual, there were optional pre-conference trips, but this time TVRM put on a pre-conference 90-mile round trip excursion to Summerville, GA behind newly restored Southern 2-8-0 #630. The trip was open to the general public and functioned as a break-in for #630 before traveling to Knoxville for a Norfolk Southern excursion.

Through ownership and trackage rights, TVRM now has over 50 miles of track available to it from its Chattanooga base of operations. The original core of museum trackage is the former Southern line through the Missionary Ridge tunnel, which dates from 1856. The tunnel line connects the Grand Junction headquarters with the shop complex at East Chattanooga, three miles away. The Missionary Ridge local shuttles between the two detached museum sites several times a

day.

Due to tight clearances inside the tunnel, Southern abandoned the Missionary Ridge line, replacing it with a longer route that loops around the north end of the ridge. At East Chattanooga, the Ridge line is located on a fill about 20 feet above the parallel East Chattanooga Belt Line, which circles the east side of town. TVRM leased the 4.3-mile Belt Line and laid a ramp on a 4 percent grade to connect it with the Ridge line, which is abandoned south of the East Chattanooga depot.

The Belt Line picks its way south through the east side of town with side of road running and numerous grade crossings, including a couple of diagonal crossings through intersections. Along the way it passes the Chattanooga National Cemetery, where the Andrews Raiders of Great Locomotive Chase fame are buried next to a memorial, following their executions. After winding between industrial buildings, the Belt Line reaches the junction of the former Central of Georgia line from Macon. Norfolk Southern owns the first couple of miles and NS dispatchers must clear excursions to enter the line.

Heading south through more industry, the former Tennessee, Alabama & Georgia soon diverges to the right. This line used to reach Birmingham, AL, but was truncated when Southern took over the TAG. TVRM ran a few excursions over it until the track deteriorated.

The old C of G is now state-owned shortline Chattanooga & Chickamauga, which hosts TVRM all the way to Summerville. This line also suffered from poor track until recent trackwork improved the ride, but it's still Class

Conventiongoers traveled from the hotel to TVRM via train, behind Southern GP30 #2594, which is leased from the Southeastern Railway Museum. This is side of road running on the East Chattanooga Belt, leased by the TVRM from Norfolk Southern. Don Evans photo.



One with a 15 mph speed limit. Despite being rather slow, it's a scenic rural line once it gets south of Rossville. A two percent grade takes it over the south end of Missionary Ridge. There are lakes, woods and plenty of curves, as well as several small towns. Freight service is operated under contract by shortline conglomerate Genessee & Wyoming.

At Summerville the depot now houses the local history museum. In 2003, TVRM worked with the state and town to install a turntable just south of the depot. TVRM also has a turntable at East Chattanooga, making it one of the few museums to own a pair of operating tables. A third one, originally from the Southern's Peagram shops, has been acquired for Grand Junction, where powered is currently wyed.

The consist included a dining car and the crew put on an accurate recreation of a vintage diner experience. A soup and sandwich lunch was prepared on board and served by properly uniformed waiters in long aprons. Actually, they carried food-laden trays from the kitchen and held them as the steward, in proper Southern fashion, placed the food on each table. TVRM has a deserved reputation for emphasizing train operations over interpretation, but this was extremely well done.

Preconference trip 2: Hiwassee River

In 2007, TVRM extended itself even further, successfully bidding to run the passenger excursions and freight service on the Tennessee end of the former Louisville & Nashville "Hook and Eye" line. Located 64 miles northeast of Chattanooga, it is now owned by the states of Tennessee and Georgia. TVRM created the for-profit Hiwassee River Railway to operate the line from just east of Etowah to Copperhill, on the Georgia state line.

Gee Creek is the passenger pickup area at Hiwassee/Ocoee Scenic River State Park. Passengers are bussed from the Etowah depot. Etowah depot is owned by the city as a history museum and has a model diorama of the loop.

We rode the regular passenger run, which covers the 44 miles between Gee Creek and Copperhill. GP7 #710 in Nashville, Chattanooga & St. Louis colors pulled the four-car lightweight consist. The line is extremely scenic. The first half of the trip twists and turns along the Hiwassee River. It then climbs over a ridge to reach the Ocoee River watershed, crossing over itself on the two percent grade of the famous Hiwassee Loop. The track is in excellent shape, with heavy welded rail and frequent flange lubricators, so the ride is as fast as the frequent curves will allow. Track speed is officially 20



Above: TVRM's Hiwassee River train negotiates the 2% grade of the Hiwassee Loop.

Below: Competing tourist trains of the Hiwassee River and Blue Ridge Scenic railroads lay over in Copperhill, Tennessee. Jim Vaitkunas photos.



miles per hour, but we certainly exceeded that on tangents.

There's a two-hour layover for lunch and souvenir shopping in Copperhill/McCaysville, which sits on the Tennessee/Georgia state line. Oddly, the Ocoee River changes names as it crosses the state line, becoming the Toccoa. During the layover, we were surprised to see a second tourist train arrive from the other direction. This is the Blue Ridge Scenic Railroad, which comes up from Blue Ridge, GA, 13 miles to the south, the Georgia-owned portion of the railroad. Its passengers also lunch and shop in Copperhill, so the two consists lay over on the same track, separated by a few hundred feet. According to our crew, the two railroads are rivals, and competed to run

the Hiwassee River. This led to a trivia contest on the bus trip back, counting the number of places in North America where the trains of two tourist railways meet. See the answers on page 28.

Chattanooga Choo Choo

Before 1971, Chattanooga had two large train stations. Union Depot served the Louisville & Nashville. It was torn down in 1973. Terminal Station opened in 1909 and served the Southern and Central of Georgia. The last passenger train departed in 1970. It survived and in 1973 was converted into the Chattanooga Choo Choo. It's more than a hotel in the historic building—it's a complex of nine buildings, some of which were built when it became a hotel.



What sets the Choo Choo apart from other similar reuse projects are the railcars on site. The former station tracks hold 54 passenger cars, both heavyweight and lightweight. Most have been converted to hotel rooms, two per car, while a couple serve as restaurants. There are numerous veterans of the Southern and one

Pennsylvania P70. One of the depot tracks is occupied by New Orleans streetcar #959, which takes an elongated horseshoe tour of the complex every two hours.

Despite its rail attractions, the Choo Choo is looking a bit tired with deferred maintenance showing. Many of the rail cars have rust and the streetcar could

The former Terminal Station is now the Chattanooga Choo Choo hotel and convention complex. Besides preserving the historic headhouse and other outbuildings, the Choo Choo is notable for the collection of 54 lightweight and heavyweight passenger cars that now contain hotel rooms and restaurants. New Orleans streetcar #959 circles the grounds several times daily. Jim Vaitkunas photos.

really use a paint job. One wonders about the hotel's long term prospects.

Tennessee Valley Railroad Museum

Conference host TVRM has established itself as one of the most dynamic, fast growing museums in North America. Railway museums can be placed on a continuum from nothing but static displays on one end to nothing but train operation on the other end. TVRM is pretty far toward the train-only end of the continuum. That's not to say they don't embrace historic accuracy (they do and more on that later), but running trains is clearly their primary activity.

And run trains they do, on 252 days in 2011. There are days when three different passenger trains and two freights (real freights, not photo freights) are running simultaneously. That is probably a record for a railway museum or tourist railway. On most days the Missionary Ridge Local makes multiple trips between the museum's Grand Junction and East Chattanooga sites 3.1 miles apart via the Mission Ridge Tunnel.

Dixieland trips leave from Grand

Junction, pass through the ridge, traverse the East Chattanooga Belt and head down the Chattooga & Chickamauga to Chickamauga (20 miles) and Summerville (52 miles).

In the past, TVRM ran the Downtown Arrow between the museum and the Chattanooga Choo Choo. This requires a see-saw movement on the busy Norfolk Southern mainline, including crossing the equally busy parallel CSX. It still runs for special occasions, but the frequent delays encountered while crossing the NS and CSX has ruled it out as a regular service. It ran for the conference, and was delayed an hour by traffic.

The Hiwassee River trains began in 2007 and ran 76 days last summer. One third of the trips cover the entire 50-mile line from Etowah to Copperhill. The rest are short turns to the loop at the 25-mile mark.

There are a number of other special occasion trains. Day Out With Thomas, Halloween and Christmas trains use the Missionary Ridge route. Fourteen dinner trains ventured down the Chattanooga Belt last year.

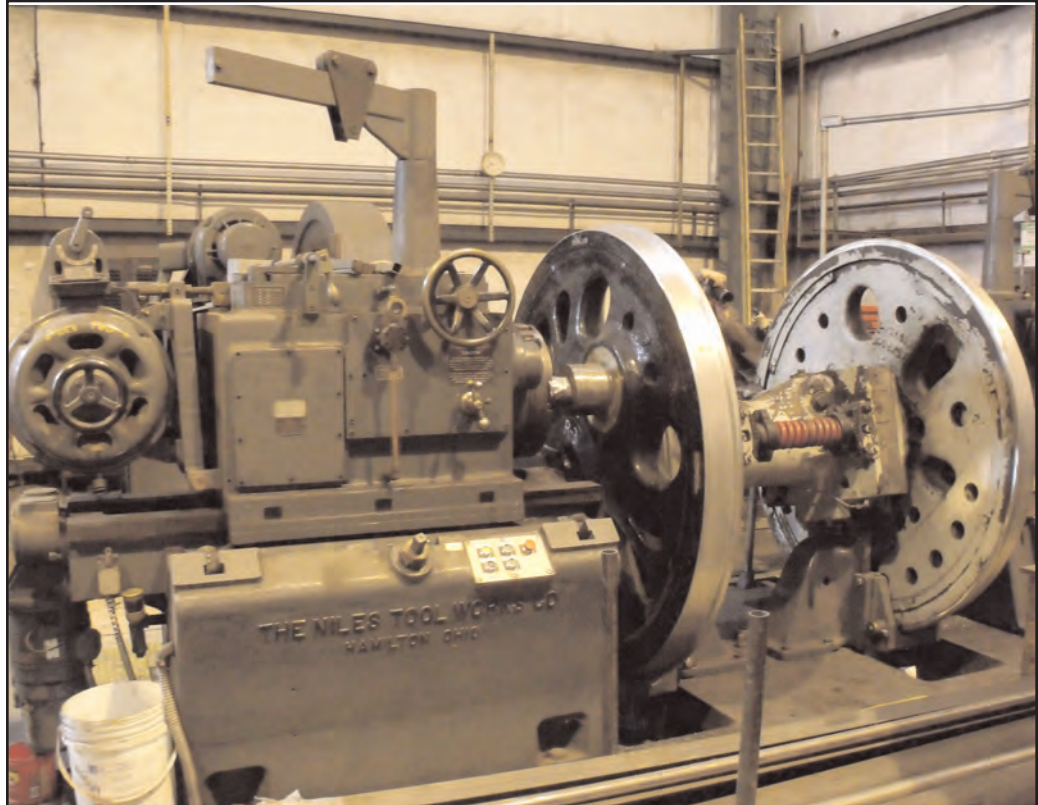
In 2011, TVRM expanded further by partnering with Norfolk Southern to revive its steam excursion program, featuring Southern 2-8-0 #630. The emphasis is somewhat different from the Southern and NS steam programs of the 60s, 70s, and 80s where large engines hauled very long trains with the goal of breaking even on operating expenses. Its small size limits #630 to a handful of cars. Passengers are carried and their fares help defray expenses, but this is much more of a marketing and community outreach effort by the railroad. Nonetheless, it's a big undertaking for TVRM. NS has purchased six coaches that formerly ran in Shore Line East service out of New Haven. They are being gutted and refurbished. As this is written the 2012 steam schedule is unclear. NS is basically chartering the engine and TVRM engine crew.

Altogether, TVM carried over 93,000 passengers in 2011. Most of them (82,942) rode the short distance Missionary Ridge local, with 7733 and 2952 respectively on the much longer

Top: The TVRM Soule Shops at East Chattanooga.

Middle: Inside the shop, a set of drivers from Milwaukee Road 4-8-4 #261 is turned on the Niles wheel lathe, typical of the shop's contract work.

Bottom: An ex-Army GP7 rolls onto the turntable. The East Chattanooga depot is at left. Jim Vaitkunas photos.





Static displays at TVRM's Grand Junction site. Central of Georgia #349 has been cosmetically restored. That's Nashville, Chattanooga & St. Louis tail car #1103 from the City of Memphis streamliner. Excursions leave from the depot in the distance. Jim Vaitkunas photos.



Hiwassee River and Dixieland runs.

The collection

Keeping all these trains running requires a substantial passenger fleet. Motive power includes #630, Nashville, Chattanooga & St. Louis GP7 #710, Southern high hood GP30 #2594 (leased from Southeastern Railway Museum), U. S. Army GP7s #1824 and 1829, and US Army RSD-1 #8669. TVRM owns 14 operational passenger

cars. Many are ex-Southern, but their identities are not obvious because most are painted in the maroon Tennessee Valley colors and have no signs explaining their origins. While this makes for a uniform appearance, it tends to mark TVRM as more of a tourist hauler than a museum. To an extent this is a holdover from the long-term administration of the late museum founder Bob Soule. According to a couple of members I spoke to, that

might change in the future, but is controversial within the museum. However they are painted, TVRM's coaches are clean and in good repair. The air conditioning works and I didn't see foggy sealed windows.

TVRM Roster Summary

	In service	Other
Steam locomotives	1	5
Diesel locomotives	5	10
RDC cars	2	1
Passenger cars	13	24
Freight cars		28
Non-revenue cars	17	
Total	103	

*Includes 1 diesel and 6 passenger cars that are privately owned.

Two coaches have recently been donated by NRHS Bluewater Chapter and two more are on lease. Despite acquiring some non-regional rolling stock for train operations (the three RDC cars of B&O heritage are examples), the majority of the collection is from railroads that served Chattanooga or came reasonably close. More than a third of the collection is ex-Southern, with minority showings from Central of Georgia, Nashville, Chattanooga & St. Louis/Louisville & Nashville and even Tennessee, Alabama & Georgia.

Freight

Hauling freight is where TVRM differs from every other non-profit museum in North America. Plenty of for-profit short lines run both freight and tourist trains. Some non-profits are tenants of for-profit freight haulers. A couple of non-profits handle the occasional freight car on their own railroad. However, TVRM is the only non-profit with for-profit freight subsidiaries. There are three in all. It started with switching the Allied Metal Company plant located on TVRM's own railroad just north of the Grand Junction depot.

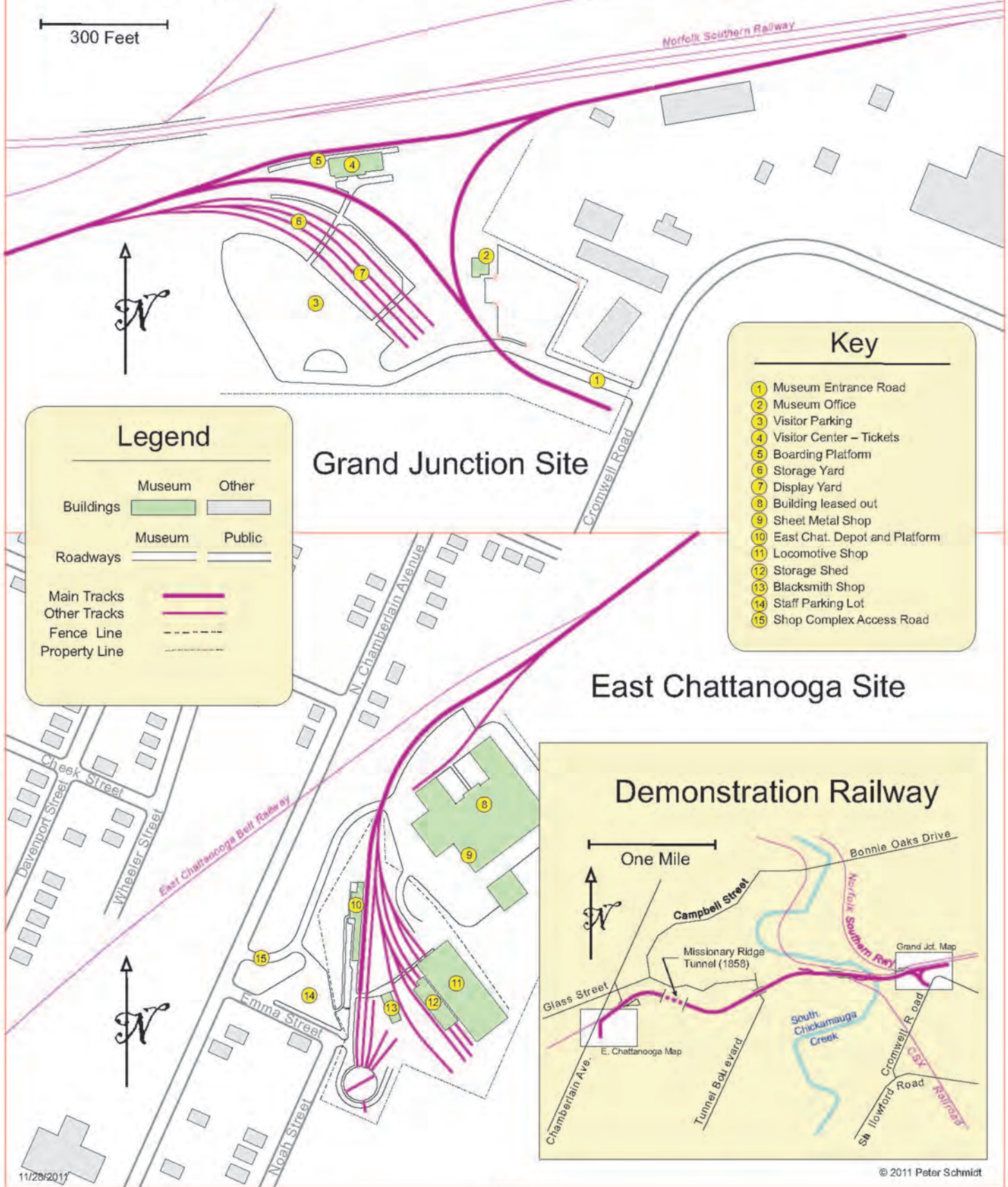
East Chattanooga Belt Railway, leased from NS, was the first for-profit subsidiary. Besides providing access to the Chattooga & Chickamauga from excursion trains, the Belt has a couple of online shippers who ship periodically.

Copperhill is what it sounds like, a copper mining town. The mine is closed, but the tailings piles contain minerals that are used in steel production. This is shipped out in pairs of 35-car unit trains that are combined for interchange to CSX at Wetmore, about three miles east of Etowah. For motive power TVRM has leased four GP38s. The ore is destined for Mobile, AL, then by ship to China. Freight on the Hiwassee River has been off and on. Trains were running when we visited, but since have stopped again.

Tennessee Valley Railroad Museum

Chattanooga, Tennessee

300 Feet



11/28/2011

© 2011 Peter Schmidt



The latest for-profit enterprise is the Tyner Terminal Railway. It switches the Enterprise South Industrial Park, which includes the newly constructed Volkswagen Chattanooga assembly plant, which opened in April 2011. It is located on the NS, a few miles east of the museum. TVRM successfully bid on the switching contract. The plant opening in April 2011 was celebrated in style with an appearance by #630. The plant is still coming on line, so freight shipments have been sporadic to date, but in the future should become an

around the clock operation.

In 2010, freight service contributed \$741,000 to the museum's bottom line. When the VW plant is running at full capacity, that number should increase.

Shop activity

The museum's East Chattanooga shop services and restores TVRM's rolling stock. #630 recently graduated, having been extensively overhauled with what is essentially a new tender. Southern 2-8-2 #4501 is being rebuilt, along with Southern E8 diesel #6914

Conventioners retraced the route of the Civil War's Great Locomotive Chase. The last stop was the final resting place of Andrews' Raiders, executed by the Confederates and memorialized at Chattanooga National Cemetery. John Prestholdt photo.

and coaches #857 and 1688.

The goal of becoming a full service steam shop was realized in the late 1990s. The Iron Curtain had fallen and Polish State Railways was finally getting rid of steam. TVRM was able to purchase American-built machine tools originally sent to Poland under the post-World War II Marshall Program. Included were a quartering machine and a journal turning lathe. Since then, the shop has done contract work for engines around the country. When we visited, the drivers for Milwaukee Road 4-8-4 #261 were on the wheel lathe.

The shop employees fill multiple roles, running freight and passenger trains as the need arises. A couple of years ago Lookout Sheet Metal, TVRM's preferred sheet metal vendor, went out of business. TVRM bought the equipment, relocated it to the East Chattanooga shops, and hired Steve

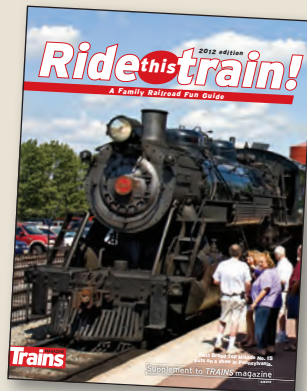
Trains MAGAZINE

IT'S FUN! IT'S EXCITING!

**Trains
4Kids**

PROMOTE

your railroad attraction to the largest audience of traveling railroad enthusiast families with a highly-visible ad in the *Ride This Train!* family fun guide in the May 2012 issue of *Trains* magazine.



It's the ALL-NEW issue of *Trains4Kids!*

Launch kids on a rewarding lifelong hobby with train-themed games, crafts, puzzles and fascinating stories geared just for them.

Place *Trains4Kids* Vol 2 in your gift shop and ignite the spark of railroading that will keep kids coming back to your railroad attraction.

Call Mike Yuhas

to reserve your spot by **February 16:**
1-888-558-1544, ext. 625
or e-mail myuhas@trainsmag.com

**Contact your distributor
or order direct:**

1-800-558-1544 ext. 818
or e-mail tss@kalmbach.com

Kalmbach Publishing Co. 21027 Crossroads Circle Waukesha, WI 53186

Griffith, a longtime Lookout employee. He now does all of the museum's sheet metal work, as well as outside contract work from which the museum profits. In 2010, the sheet metal shop earned \$54,000 for TVRM.

Historical interpretation at TVRM

Recognizing that it needed to do more in the area of historic interpretation, TVRM hired Trevor Lanier. His title is Operations Supervisor, and those duties take up the majority of his time. However, Lanier holds a masters degree in public history and came to TVRM after working for the National Park Service as an interpretive ranger.

Since running trains are such a high priority, Lanier's started by trying to make train operations appear as historically accurate as possible.

That begins with how the crews are dressed. Two years ago Lanier drafted a volunteer handbook with uniform standards. Conductor uniforms are brass buttoned, with vests and appropriate footwear. For the steam crews in engine service the anachronism of baseball hats and T-shirts has largely disappeared. Things are not so clear-cut with diesel crews,

given the more recent periods they can interpret, but Lanier's effort has spurred an active discussion.

As mentioned earlier, the dining car crews have made a real effort to reproduce the experience of eating in a Southern dining car. The results, which predate Lanier's hiring, are impressive and are credited to volunteer dining car steward David Duncan.

An unexpected opportunity presented itself when the United Way ended its lease of a TVRM-owned warehouse at East Chattanooga. When they vacated the building a year ago, it was discovered to house an honest-to-goodness records vault. Lanier lost no time claiming the vault for archival storage of the museum's large collection of technical drawings, blueprints, documents and photos. The HVAC, fire suppression and humidity control was serviced and the documents were moved in. A new group of archive volunteers has formed to catalog.

Temporary exhibits have started to appear. Lanier brought in the O. Winston Link traveling exhibit, as well as two other temporary exhibits. He would like to move into permanent

exhibits starting with the exhibit baggage car in the Grand Junction yard, which hasn't been updated in many years.

The Grand Junction yard of static display equipment still has a ways to go. Explanatory signage is lacking and Lanier plans to do something about that. However, one piece, pretty little Central of Georgia 4-4-0 #349 (Baldwin 1891) received a cosmetic makeover in 2008. In the future, Lanier would like to see the RPO restored, a visitor guide created, on-board signage inside the coaches, and an oral history project on TVRM's own history.

The bottom line

Put all this together and you have a large enterprise. At the beginning of 2011, TVRM had 19 full time and 15 part time employees. There are 1000 members, including over 100 who volunteer. They contributed over 17,000 hours in 2010, equal to 8.3 full time equivalents. Annual income for 2010 was almost \$3.7 million and may have approached \$5 million in 2011.

PABCO

We BRAKE for Trains!

**A.A.R. Certified Air Brake Shop
M-1003 Quality Assurance Certification**

Passenger, Locomotive & Freight Services

Servicing Air Brake Systems from 1869 to present

NOW carrying a full line of

***Air Gauges, Railroad-style Ball Cocks,
AAR Approved Air Hose, and Brake Cylinder Grease***

Bill or Mike Jubeck

(412) 278-3600 Fax: (412) 278-1833

PITTSBURGH AIR BRAKE CO., INC.

33 B Sycamore Street ■ Carnegie, PA 15106-2042

www.pabco.biz

STEAM OPERATIONS CORPORATION

By Aaron Isaacs

When steam locomotives disappeared from main line operations in the late 1950's, few would have thought that over 50 years later companies would exist that specialize in the restoration of these tools of the industrial revolution. While on our way to the TRAIN/ARM conference in Chattanooga we arranged a shop visit to TRAIN member Scott Lindsay and his company Steam Operations Corporation in Muscle Shoals, Alabama.

Lindsay started his full time career working as a mechanic and fireman on the Chessie Steam Special and Safety Express back in the late 1970s and early 1980s with former Reading and Chesapeake and Ohio 4-8-4's #2101 and 614. These main line steam programs saw annual system-wide excursions over the Chessie and Family Lines (now CSX) Systems. In 1982, Lindsay was hired to work in the Norfolk Southern (NS) Birmingham, Alabama Steam Shop, to assist in the restoration of Norfolk and Western Class J 611. During the next 12 years he worked both in the shop and on the road with the N&W 611, 1218, Southern 4501, Savannah & Atlanta 750 and the short term leased locomotives that often augmented the Norfolk Southern steam excursion program. It was during this time Lindsay formed Steam Operations Corporation and with the assistance of Norfolk Southern Corporation upper and steam shop management team became the contractor to provide labor for the maintenance and operational services of the NS steam excursion program.

Since the conclusion of the NS program in 1994, Steam Operations Corporation has continued to provide the industry with all aspects of steam locomotive services including operational and cosmetic restoration, training, consulting, locomotive relocation, accident repairs, engineering services, inspections, project management, Form 4 development and assisting customers in steam locomotive repairs and long term maintenance and operational programs that exceed Federal Railroad Administration minimums or maximums as found in 49 CFR Part 230.

In early 2006, a deal was negotiated Listerhill TMC, a division of Wise Alloy's, in Muscle Shoals, Alabama, providing Steam Operations Corporation the much needed large shop floor space, machinery and support personal required to restore these locomotives. Highlights of the 150,000 square foot facility include a



Scott Lindsay with the frame and newly cast cylinders for Austin Steam Train's ex-Southern Pacific 2-8-2 #786.

40-ton overhead crane, manual and CNC milling machines with the largest having a 40-foot table, a lathe that can swing 12 feet and a 600 ton wheel press.

Since that time, shop projects have included reverse engineering of locomotive parts and systems using Auto Cad. These drawings were then used to machine and mate new cylinder castings (see photo) to the former Southern Pacific 2-8-2 #786 frame. Photos showing the shop and detailing some of the complex engineering, layout, machining and set up work for these new castings can be found on the Austin Steam Train web site or www.pointech.com/786.

At the same time, a ground up restoration of former Scott Lumber 2-4-2 #15 for Coastal Heritage Society's Roundhouse Museum

(www.chsgeorgia.org) in Savannah, Georgia is ongoing with its frame sitting on the shop floor next to the #786 frame. Work on the #15 has included reverse engineering parts and systems for replication as no detailed builders drawings are known to exist. Some of the viewed work includes new front and rear frame rails, axles, new tires, crank pins, piston rings, piston rods, crossheads and guides, rocker boxes, eccentrics, eccentric straps and many other components.

Lindsay states that recent customer projects requiring combinations of both shop and off site work have included broken driver wheel casting replacement, broken frame replacement, tire replacement, new bearing boxes cast and machined, roller bearing boxes repaired, locomotives relocated by both rail and truck, locomotive inspections,

cosmetic restoration work, new boiler construction engineering and consulting work for running gear, tender and boiler issues.

Lindsay is committed to keeping steam alive in the 21st Century with "quality repair, operation and maintenance practice and merging the disciplines of the steam era with today's technology". This commitment has been possible because of the development of a network of companies and individuals who are recognized as top professionals and industry leaders in their specialized areas. He says, "It is the responsibility of all steam locomotive contractors, owners and operators to maintain these historic machines in good condition to ensure their safety, reliability and longevity".

HERITAGE RAILNEWS

Friends of the East Broad Top

Here's a recap of the Friends' 2011 restoration efforts:

Restoration of combine #14: repaired the end platforms, installed new end beams, repaired the wooden side sills, realigned the frame, started hidden reinforcement of the car sides and roof, repaired bolsters.

Main shop building: Completed

repairs to the north end of the roof over the shop boilers, repaired west wall windows and side sheathing, returned the main shop steam engine to operation with compressed air, and restored a portion of the overhead belt, shaft and pulley system to operation, linking the engine to the wheel lathe, permitting lathe demonstrations.

Robertsdale Post Office building: completed much of the internal finishing.

Coal refueling bunker: restored one of the metal chutes to operation.

Repaired wind damage to several building roofs.

Heritage Park Historical Village Calgary Alberta

Add this to the list of new and different events in the last issue of RMQ/Trainline. The museum held its 7th Annual "Pulling The Past For The Future" Train Pull Competition. Sponsored by the Canadian Pacific Railway Police and the Calgary Police Service, 14 teams competed to pull 1905 CPR 0-6-0 #6144 (Angus Shops 1905) 30 feet in a timed event that raised \$500,000 for the Special Olympics.

Canadian Pacific has donated three pieces of rolling stock, a 35-foot flatcar built in 1918 and a 41-foot flatcar built in 1919. Both have good decks and

required only servicing the brakes and bearings. One is now loaded with hardwood crossties and the other with passenger car truck frames. CP has also donated buffet lounge-solarium #411752 River Forth (National Steel Car, finished by CP Angus Shops 1929). The 80-foot heavyweight was built as a tail end car for the CP's Trans Canada Limited between St Paul and Vancouver.

Illinois Railway Museum Union, IL

Chicago Burlington & Quincy lightweight baggage car #993 (CB&Q Havelock Shops 1950) has been restored and is now being used to house Pullman freight car correspondence files. The car had been demoted to work train service and required body work, door repairs and a new silver paint job. The records are part of the museum's Pullman Library collection, but previously had been inaccessible due to lack of display space.

The museum has received the huge railroading collection of the late Julie Johnson. It included over 6000 books, extensive records from the Chicago, Aurora & Elgin interurban, and thousands of rail-related artifacts of all kinds. Over 20 loaded pickup truck trips were required to move it all to newly leased warehouse space.



BRIDGE MANAGEMENT PROGRAM

Tick, Tick, TickTIME IS RUNNING OUT!

The Railroad Safety Improvement Act of 2008 has resulted in the FRA imposing new Bridge Safety Standards under 49 CFR Part 237. **All track owners must adopt a bridge management program by September 13, 2012.** Avoid a potential \$9,500 fine by bringing your railroad into compliance!

Stone Consulting, Inc. can assist in all aspects of your bridge management program beginning with the mandatory bridge inspections.

FRA Qualified Engineer/Inspectors
Professional Engineers Licensed in 38 States

- Harvey H. Stone, PE
- John M. Ludwig, PE

Maintenance Planning & Repair
Bridge Ratings Calculated
Working with your team to
minimize costs



Stone Consulting, Inc.

324 Pennsylvania Avenue West, P.O. Box 306, Warren PA 16365
Phone: 814.726.9870 Fax: 814.726.9855
stone@stoneconsulting.com www.stoneconsulting.com



This pew-type seat from a chapel car was discovered at the American Baptist Historical Society at Mercer University in Atlanta, GA. The Northwest Railroad Museum will use it to replicate the seats in its chapel car, now in mid-restoration. NRM photo.

Iowa Railroad Museum Boone, IA

The museum, which runs the Boone & Scenic Valley Railroad, is nearing completion of its new James H. Andrews museum building. Partially funded by a major donation from Andrews, it will house his large

collection of railroad artifacts, along with museum offices, meeting room, displays and archives.

North Dakota Railroad Museum Mandan, ND

The museum has purchased the Northern Pacific depot from Steele, ND and moved it 50 miles west to Mandan.

Northern Ohio Railway Museum Chippewa Lake, OH

The museum has purchased Shaker Heights Rapid Transit line car #101 (Detroit United 1923) from the Ohio Railway Museum. The car was originally built for the Eastern Michigan interurban. It was sold to Shaker Heights in 1932.

Ohio Railway Museum Worthington, OH

The museum has been thinning its collection. Erie gas-electric car #5012 (Bethlehem Steel/EMC 1931) and North Shore interurban #154 (Brill 1915) have been sold to an undisclosed party. Eastern Michigan, later Shaker Heights Rapid Transit line car #OH/101 has been sold to Northern Ohio Railway Museum. Norfolk & Western heavyweight combine #1511, Pennsylvania RPO car #6510 (Altoona Shops 1920), Pittsburgh Railways PCC #1772 (St. Louis 1949) and Chicago Transit Authority L car #4449 (Cincinnati 1924) are all currently for sale by Ozark Mountain railcar. Two heavyweight passenger cars have been donated to the Dennison (Ohio) Depot

Railroad Museum. Funds from the equipment sales have gone into track repairs.

Roundhouse Railroad Museum Savannah, GA

The Central of Georgia Railway Historical Society has acquired a Central of Georgia 41-foot flatcar for restoration and display at the Roundhouse Museum. The car is believed to be the last surviving example of the Central of Georgia 10701 - 10800 series flatcars built in 1925 by Tennessee Coal, Iron & Railroad Co. It is unmodified, retaining the original K brakes and Andrews truck frames with Simplex bolsters. The car, which had been in captive service for several decades at the Plant Hammond at Coosa, GA was donated by Georgia Power Company

Seashore Trolley Museum Kennebunkport, ME

The museum has undertaken a series of repairs and upgrades to its car barn buildings, which have been showing their age. The Riverside car barn has received new column footings and foundation improvement to stabilize it and its tracks. The Highwood barn has also gotten new column footings, new rear exit doors and asphalt paving across its front apron. New culverts will improve drainage.

Siouxland Historical Railroad Association, Sioux City, IA

Attendance for 2011 was about

PORTABLE WHEELCHAIR LIFT

The TX is an economical, manually operated wheelchair lift that facilitates the accommodation of mobility impaired passengers to commuter rail, heavy rail, as well as historic and tourist operations. The lift weighs only 265 pounds, rolls easily into position by one person on its large wheels, and elevates to a height of 60" in less than 20 seconds. This ADA compliant solution can be in place now, without platform modifications or retrofit costs.

Adaptive Engineering Inc.



Adaptive Engineering Inc.
419 – 34th Ave. S.E. Calgary
Alberta, Canada T2G1V1
Phone: 1-800-448-4652
or 1-403-243-9400
Fax: 1-403-243-9455
email: info@adaptivelifts.com
Website: www.adaptivelifts.com

32,000, 39 percent higher than 2010.

Walkersville Southern Walkersville, MD

The railroad has purchased a former Pennsylvania Railroad 1949-built GE 44-tonner from the South Carolina Railroad Museum. The railroad is a former PRR branch and the locomotive will be repainted in its original Brunswick Green. Current power is a 25-ton Plymouth.

Western Pacific Railroad Museum Portola, CA

The loss of the museum's former Western Pacific Hospital due to an arson fire has set back the long term development plans and put the museum in a financial hole. Plans for the building included an interpretive display center, offices and a library. Those potential uses must now wait until a new building can be erected. In the meantime, demolition and site cleanup cost \$49,000, equal to about 25 percent of the annual budget. Fund raising is underway.

Wiscasset, Waterville & Farmington Railway Museum, Alna, ME

The museum held its 15th Fall Work Weekend. The four-day work session averaged 52 volunteers per day, reaching 85 on the Saturday. Among the completed projects was a 240-foot extension of the main line track.

NRHS RAIL HERITAGE CALENDAR

April 19-21, 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, April 18))
Event status is firm.

April 20-22, NRHS Spring Conference
Location: Richmond, VA
Event Type: Meeting
Event Status: Firm

June 17 - 25, 2012: NRHS 2012 Convention
Location: Cedar Rapids, IA
Event Type: Convention
For more information, visit www.nrhs.com
Event status is firm.

June 23 - July 2, 2012: Train Collectors Association Convention - hosted by Dixie Division of TCA
Location: Atlanta, GA
Event Type: Convention
For more information, visit: www.dixiedivisiontca.com
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.

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.

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-conference 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.
Event status is firm.

November 15 - 19, 2012: NRHS Fall Conference
Location: Fishers, IN
Event Type: Meeting
Event status is firm.

BOILER TUBES FLUE TUBE

2.000" OD - 2.250" OD
5.000" OD - 5.375" OD - 5.500" OD

Tubes are available in :
WELDED .750" thru 5.50" OD
ASME/ASTM SA 178 Grade - A
SEAMLESS .750" thru 4.50" OD
ASME/ASTM SA 192 / SA 210
COPPER & STEEL FERRULES

ANDERSON TUBE COMPANY, INC.

1400 Fairgrounds Road
Hatfield, PA 19440
800-523-2258 215-855-4147 fax
Contact : Rick Witte RickWitte@atube.com
www.atube.com
All Tubes are Made in the U S A

Join the Adlake Historical Alliance
@ www.adlake.com



Adames & Westlake has been in business for over 150 years!

We are honored to be partnering with TRAIN and ARM to help keep train history alive.

Visit our website to join the Adlake Historical Alliance and learn about special purchases, pricing and refurbishing programs.

Contact us at
adlake@adlake.com or
575.264.1141.

Proud ARM/TRAIN Member

**2011 Railway
Heritage Preservation
Conference Exhibitor**

T/RMQ TRIVIA: TOURIST TRAIN MEETS

Our conference review story on page 17 describes the convergence of two competing tourist trains at Copperhill, Tennessee. On the bus ride back to Chattanooga we tried to think of any other places in North America where tourist or museum trains run by separate organizations met. The list is short.

In Antonito, Colorado, the Cumbres & Toltec and the Rio Grande Scenic are timed to connect. The New York Museum of Transportation and the Rochester & Genesee Valley Railroad Museum share a railroad that connects their two sites, which are about a mile apart. Their trains meet at the midpoint and exchange passengers. The trolleys of the Rockhill Trolley Museum meet the East Broad Top's trains. If readers can think of any other cases, let us know.

First Class Railroad Pins and Patches

SUNDANCE MARKETING, INC.

PO BOX 4957 PORTLAND, OR 97208

503/233-3908

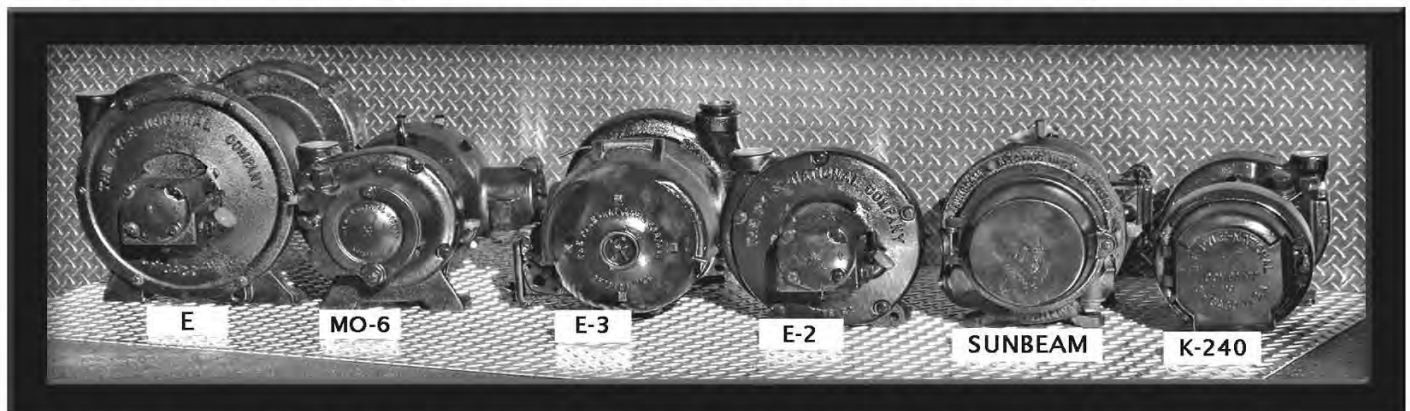
www.sundancepins.com



Shore Line Trolley Museum has completed the restoration of Georgia Power Company #948 (Cincinnati 1926) that began 45 years ago. Jeff Hakner photo.

BACKSHOP ENTERPRISES, INC.

These Dynamos Completely Rebuilt & Ready For Delivery...
Over 400 Different Dynamo Parts In-Stock all Made to Original Drawings.



We have Thousands of Original Drawings to make any Replacement Parts for any Pyle National Dynamo.

Call Bernie Watts @ 303-424-6882 or bernie@backshopenterprises.com

5160-B Parfet St., Unit 1, Wheat Ridge, CO 80033

ALL ABOARD!

FOR CUSTOM DESIGNED BRASS ORNAMENTS



White Pass & Yukon Route
SKAGWAY, ALASKA



KNOEBELS PIONEER TRAIN
ELYSBURG, PENNSYLVANIA



JACKSON PACIFIC INC.

9775 SW.COMMERCE CIRCLE #C-2
WILSONVILLE, OREGON 97070

E-MAIL:
customerservice@jacksonpacific.com

PHONE:

1-800-545-7077 1-800-467-7809
1-503-685-9181 1-503-685-9494

FAX:

WEBSITE:

www.jacksonpacific.com

Call for **FREE** Ornament, Catalog and State Pricelist



Licensing Family Train Ride Adventures with MEMORIES THAT LAST A LIFETIME!



www.polarexpressride.com



*Leading the industry in licensing rail-related
special events, event marketing and merchandising.*

Call or email today to plan your next event!

Jon Schlegel (954) 551-5849 • raileventsinc@gmail.com

SERVICES

Inspections / Consulting

Project Scope Creation

Engineering Services

Research

Turn Key Restorations

Operations / Training

Logistics / Site Management

Machining / Casting

FRA Form 4's



*"Turning Back The
Hands Of Time"*

OUR MISSION

Steam Operations Corporation endeavors to provide superior management and restoration services for steam locomotives and related historic railroad equipment with an overriding responsibility to the integrity of the equipment and the needs of the client.

Telephone: 205-908-6104

Engineering: Mark@steamoperations.com

Email: General Information: Scott@steamoperations.com

P. O. Box 101981, Birmingham, Alabama 35210

Website: www.steamoperations.com

AFFILIATES

Lubrication Specialties Corp.

www.steamengineoil.com

Green Velvet Cylinder Oil

Mineral Based Pin Bearing & Journal Oil

Chelesic Biodegradable Pin Bearing &
Journal Oil

Lunar Tool / Listerhill TMC

Engineering Support, Machining,
Welding, Fabrication, Assembly

Coastal Inspection Services, Inc.

Industrial & Marine Nondestructive
Testing since 1981

Irwin Transportation Products

An Affiliate of Irwin Car and Equipment Company

9953 Broadway, P.O. Box 409, Irwin, PA 15642
724-864-8900 724-864-0803(Fax)



Industrial Mill “SHARON COULPER”

We have stocked inventory available at our Irwin, PA facility. Emergency Shipments are available.

Replacement components are available as a stocked inventory item.

“Reduced Willison” Coupler and Components:

Replacement Components:

Lock	36977
Lock Lever	36976
Spring	36975
Pin	20593-1



Other “Maintenance of Way” Components are available



“Keeping your operations on track with quality products, support and service”



The Historic Rail Park and Train Museum in Bowling Green, Kentucky preserves the large Louisville & Nashville station, as well as a typical L&N passenger train from the 1950s. John Prestholdt photos.



TRANSQUIP[®] COMPANY

Authentic Railroad Uniforms

Designed Yesterday — Available Today

Our uniforms are manufactured in authentic configurations honor the heritage of our American Railroads.

Manufactured in standard sizes of Wool Blend Tropical Fabric in either Navy Blue or Black.

Also available - conductor caps and other railroad uniform accessories.

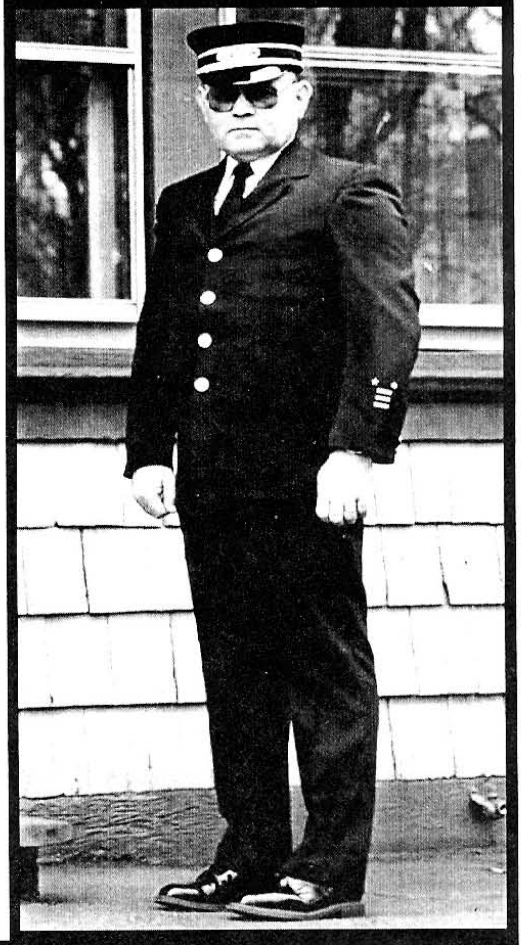
For further information, please contact:

Transquip Company

91 Blue Jay Road • Chalfont, PA 18914-3101

Phone: (215) 822-8092 • FAX: (215) 822-6383

Toll Free: (888) 542-7455 WWW.transquip.net



NEW PRODUCT—ENGINEER'S VEST

Antique Railroad Hickory Stripe Fabric

For several years our customers have requested a railroad vest appropriate for Engine Service. We are pleased to announce that we now have that product available!

This product is made of 100% cotton denim fabric in an antique hickory stripe. The vests have four pockets and buttonholes in the V neckline to support your pocket watch. The vests are unlined.

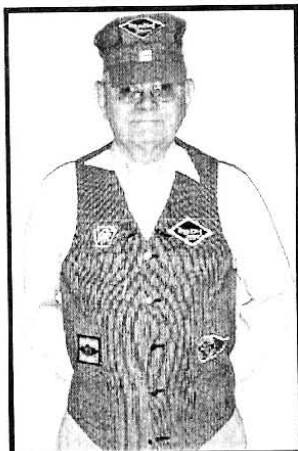
Sizes 36-50	\$65.00 ea.
Sizes 52-54	\$68.00 ea.
Sizes 56-58	\$71.00 ea.
Size 60	\$74.00 ea.

(All pricing considered F.O.B.
Delivered to any destination in the
Contiguous United States.)

Quantity pricing available with
The purchase of 12 or more vests.

For those that wish to add their favorite railroad patches we have the following railroad patches in stock at \$5.00 each.

Amtrak, B & O, Canadian National,
Canadian Pacific, Conrail, EMD, Katy, L & N,
Lehigh Valley, Nickel Plate Road,
New York Central, NY, NH & Hartford,
Pennsylvania RR, Reading Lines, Soo,
Southern Railway, Western Maryland (wing),
Western Maryland (rectangle).
Others available upon request.



Proud Members of the

American Heritage Railways Family



America's Premier Tourist Rail Operator

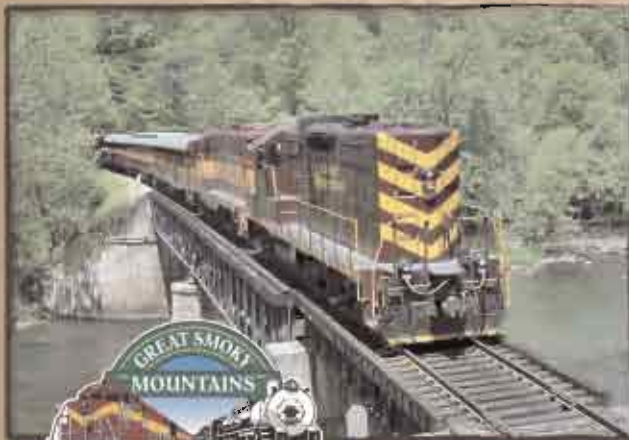
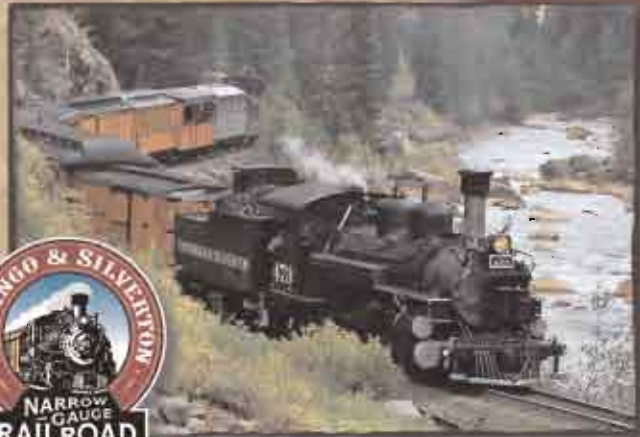
Historic, coal-fired,
steam-powered trains
travel through the
San Juan Backcountry wilderness
of Southwest Colorado.

Durango & Silverton Narrow Gauge Railroad

Durango, CO

888-872-4607

www.durangotrain.com



Diesel excursions through the
heart of the Great Smoky Mountains.
Adventure through a remote corner of
Western North Carolina with a
ghostly tunnel and a
high breathtaking trestle.

Great Smoky Mountains Railroad

Bryson City, NC

1-800-872-4681

www.gsmr.com

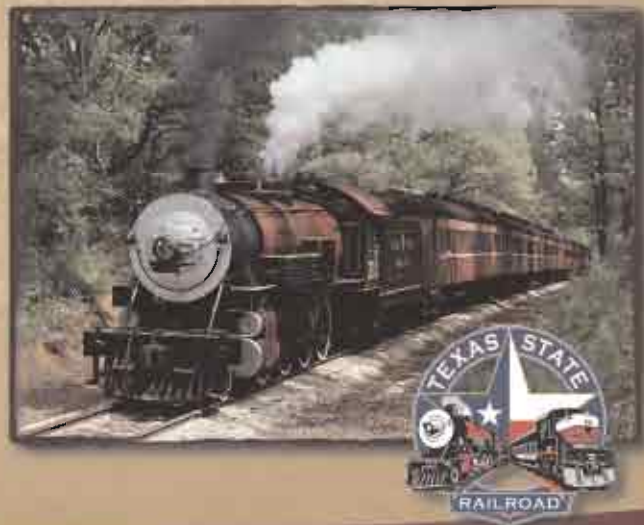
Historic steam excursions through
the scenic piney woods of East Texas
featuring Lone Star Class
premium service.

Texas State Railroad

Rusk & Palestine, TX

1-888-987-2461

www.TexasStateRR.com



www.AmericanHeritageRailways.com



HMBD

insurance services

Railroad Division

We Specialize in the Railroad Industry!

Freight

Class I, II, III & Passenger Railroads.

Excursion/Scenic

Including Tourist Operations of all types.

Museums

Including those operations with train rides including both steam and diesel locomotives.

Suppliers & Mfg

Including all types of Suppliers & Mfg's and Contractors for the RR Industry.

We are members of:

- ASLRRA
- TRAIN
- ARM
- RPCA
- NRHS
- NRC



- Railroad Liability Insurance
- Rolling Stock & Property Insurance
- Excess Limits
- Leased Railcar Coverage
- Directors & Officers Liability Coverage
- Volunteer Accident
- Commercial Automobile

Come visit us on the web at:

www.hmbd.com

For more information Contact:

Dan Roddy or
Vivian Sundin
Railroad Division
HMBD Insurance Services, Inc.
800.272.4594
danrod@hmbd.com

The HMBD Advantage:

- *Insurance Professionals in your industry.*
- *Access to all Carriers who insure RR Operations.*

Passengers may now proceed to reserve tickets.

"Having the ability to upgrade our guests
to Dinner on the Santa Express Train,
led to a ridership increase from
5,000 to 14,000 passengers in one year."

— Mark Greksa

Owner of the Royal Gorge Route Railroad



"Turnstile fulfills all our ticketing needs.
It is our one-stop-solution for on the
ground events in conjunction with
train rides, movie tickets for outdoor
screenings, concerts at the
Palace Theatre, community plays,
and even ticketed wine tastings."

— Joey Schlapkohl

*Internet Communications Manager
Grapevine Convention & Visitors Bureau*



FREE INSTALLATION. LOW COST. EXPONENTIAL SALES.

RESERVATIONS FOR RAILWAYS.

CALL 1.866.834.1141 OR E-MAIL SALES@FULGEN.COM TODAY FOR A FREE DEMO! OR VISIT US ONLINE AT WWW.TURNSTILERESERVATIONS.COM