

OCTOBER 2021



Jennie McCarthy photo

EAST TROY ELECTRIC RAILROAD HAS COMPLETED THE RESTORATION OF NORTH SHORE LINE INTERURBAN #761 (STANDARD STEEL 1930). THE CAR RECEIVED A MODERNIZED INTERIOR IN 1949 AND THE SHADOWLINED "SILVERLINER" COLOR SCHEME IN 1957

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HeritageRail Journal

October 2021

Published quarterly by HeritageRail Alliance
www.heritagerail.org

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FROM THE HEAD END

By G. Mark Ray, President, HeritageRail Alliance

This year's celebration of American Independence was also intended to celebrate our victory over the coronavirus. Vaccines were available and the United States was approaching 70% of its population being partially vaccinated. Life for most of us was returning to normal. Masks had been discarded in favor of vaccination cards. Airports, highways, and Amtrak were getting back up to full speed. Most of you were back to full capacity or were getting close to it. There was only one problem. Someone forgot to give Murphy the vaccination. If anything could go wrong, it would be a mutation. A mutation has hit us and hit us hard.

Here in the Southeast, vaccination rates are lagging behind the rest of the USA. That has left plenty of hosts for the virus to infect and continue to mutate. We've been told to go into the trash and retrieve those masks that we discarded. Case counts are returning back to the numbers seen during the huge second wave that swept the nation during the winter just prior to the vaccines.

As I write this, there is no talk of more shutdown but it is still early in this Delta Variant surge. We have the Lambda Variant out there, too. I would recommend operating under an Approach signal at this time. Keep expenditures to a minimum and build a rainy day account. Also, consider a Shuttered Venue Operators grant through the Small Business Administration. Those of you with fixed seating could be eligible. Bob LaPrelle (Museum of the American Railroad) was successful. Bottom line - we are not out of the woods just yet.

One more item while I am on this topic. In this edition of the Journal you will find information regarding our Fall event. We planned the live portion last year and had considered offering it in November, 2020. The pandemic did not permit that. We are now going to try again. The event is rather unique in that it is catered to those who wish to improve their ability to attract young people to

their institutions. By teaming up with the Boy Scouts of America, the educational programming will present different ways to engage youth and get them interested in railroading. Host location for the event is the sprawling Philmont Scout Ranch near Cimarron, New Mexico. We will continue to monitor the spread of the Delta Variant to determine if we need to again postpone the Youth Engagement Workshop.

Prior to the live event, we will have a virtual meeting very similar to our Spring virtual meeting. This meeting will not be impacted by any changes to the live workshop. One big item to be presented during the virtual meeting is the new Maintenance Guide for Air Brakes. This is in response to the new 49CFR232 rule change. For those of you who operate demonstration railroads with historic equipment, you don't want to miss this!

Citing personal reasons, Cheryl Marcell recently resigned her position as a Director for the Alliance. This corresponded with her resignation as President and Chief Executive Officer of the California State Railroad Museum Foundation. Cheryl was also Chair of our Marketing Committee. She also was the Conference Chair for the 2019 Spring Conference. I want to thank Cheryl for her participation with the Alliance. She always was full of great ideas and a real go-getter. I will miss having Cheryl on our Board. I was strongly considering Cheryl as a recommendation for the next President upon my terming out at the end of 2022. Thank you, Cheryl!

Rikki Durden chose not to stand for reelection this Fall. Rikki has some challenges ahead of her and was concerned she would not have the time needed to serve as an effective Director. I really applaud Rikki for being honest and allowing her seat to be taken. I wish Rikki all the best through her challenges. Given her young age, I expect Rikki to return to the Board and perhaps serve as President one day. Thank you for the service to the Alliance, Rikki.

RECOMMENDED PRACTICES FOR RAILWAY MUSEUMS PART 2 GOVERNANCE

By Aaron Isaacs, HRA editor

Recommended Practices says, *"The governing authority protects and enhances the museum's collections and programs and monitors its physical, human, and financial resources. It ensures that all these instruments and resources support the*

museum's mission. A museum's mission statement should be at the core of its governance, and should be reviewed from time to time to keep the organization on track."

ABOUT THE 2021 HERITAGERAIL FALL CONFERENCE...

The Fall conference this year will be a departure from the traditional model of on-site meetings, programming and vendor opportunities. The event will take place over two weeks, with a virtual component devoted to plenary sessions and breakout sessions on the afternoons of October 27 and 28, and a youth-engagement themed onsite-workshop at the Philmont Boy Scout Ranch in Cimarron, New Mexico November 5 - 7. The virtual and live events will be offered separately to those that cannot attend both.

Who should attend the virtual session? Any member of HRA within any level of management or operations interested in sharing or learning hands-on practices from the other members of the Alliance and networking with vendors. The hybrid session will include a State of the Alliance update, as well as the awards ceremony.

Who should attend the on-site session at Philmont? Members of organizations committed to developing hands-on volunteer and educational programs that attract, engage and motivate older youth and younger teenagers to become the next generation of railway preservationists.

Registration fees are \$50 for the two-day virtual session and \$300 per person for the on-site workshop, which includes all meals and activities. A spouse/partner program is planned for Friday at no extra cost.

All attendees will be responsible for their own lodging and travel to Philmont. Philmont offers rooms and luxury shared tents (shared bathroom facilities) on property at the Philmont Training Center, and additional accommodations are a short drive from Philmont, including the St. James Hotel, Casa del Gavilan Historic Inn (bed & breakfast), and Blue Dragonfly Inn (bed & breakfast). Guests staying at the Training Center may check-in after 12:00 pm noon on Thursday and must depart by 9:00 am Sunday.

To view the conference program, and to register for either or both events, please go to the website (www.heritagerail.org) and click on the conference tab.



We're monitoring the spread of the Covid Delta variant, to determine if the on-site sessions should be canceled. Please monitor www.heritagerail.org for the latest updates.

This section of Recommended Practices starts with the assumption that most railway museums are governed by volunteers, and we'll carry that through this discussion. A small minority are government owned and have a different governance structure, but even they often have a volunteer-based friends organization.

Unlike many mainstream museums where the Board has nothing to do with day-to-day operations, in railway museums the Board and staff are often the same people. This creates a challenge, because Board and staff roles are very different. A Board should confine itself to setting broad policy and making high level decisions such as long-range planning, approving the annual budget and appointing the top operations manager. It's easy for a railway museum Board to fall into the trap of meddling in day-to-day business. This wastes their time, diverts them from what they should be doing and undercuts the operating managers. Every minor decision gets kicked up to the Board level, a recipe for dysfunction. It takes real discipline to restrict oneself to high level decision-making when you're also working in the trenches.

There are issues surrounding the makeup of the Board. The default members are usually long-time volunteers with deep operational experience. Among them, it's important to have people with some understanding of how management and organizations work. When that skill is absent, a Board can drift into ineffectiveness and micromanaging.

It's not unusual for all-volunteer Boards to become stagnant and inwardly focused if there is no turnover, or if outside voices are not introduced. Sometimes this is by design, when the decision is made to have a self-selecting Board. The most common Board selection method is a vote by the members. There are all sorts of variations on this. Some museums restrict voting to active volunteers. Some count only votes delivered when attending the annual

meeting. The latter can allow a small clique to control an organization by packing the annual meeting.

Churn can be created with term limits, but at the risk of removing important talents from the Board. Within museums there are often departmental sub-groups such as maintenance, operations or archives. For the Board to have member support, it's important that all factions feel their concerns are being heard.

Another common way to reduce insular thinking is to bring outsiders with special knowledge, political connections or fund-raising expertise onto the Board. The Board members usually select outside directors, rather than the voting membership. Active volunteers are often wary of outside directors who lack railroad expertise "taking over" the Board.

The Board crafts and approves the mission statement. That presupposes that the Board agrees on the museum's institutional purpose. It also assumes that the Board has a long enough view to write a mission statement that acknowledges their obligation to preserve and interpret history, while recognizing their limitations.

The mission statement may be meaningless if the Board lacks the power to implement it. That can occur if one or more power centers emerges elsewhere within the museum. I've seen outside donors channel funds directly to non-Board actors. I've seen cliques that control revenue sources, rolling stock and facilities, creating their own untouchable fiefdoms. I've seen individuals leverage their contributions of time and money into defacto personal ownership of museum resources.

As all these potential problems show, good governance is not easy to achieve, yet it is the foundation of any well-run museum.

So what does this year look like? In July I sent out an unscientific survey to a number of museums and tourist railroads to get a feel for how they're doing. The responses varied pretty widely, so it's not easy to draw generalizations. Almost all have reopened except some Canadian museums, reflecting government policy. Among Americans, the New York Transit Museum was one of the last due to its unique location in an unventilated subway station. About half have reduced their operations, while half are open as usual or are running the same number of trains.

Half say they have lost employees, either because they had to reduce staff, or because employees chose not to return. In a couple of cases, PPP loans allowed them to retain employees.

Similarly, half lost volunteers. Several mentioned that they had recruited replacements. A couple mentioned an impact on memberships. The Pacific Locomotive Association (Niles Canyon Railway) reports membership declined from over 1100 to 950.

So what about ridership? Overall the news is pretty good. There seems to be pent up demand. The Conway Scenic Railroad is seeing ridership 50 percent above 2019. Minnesota Transportation Museum, Pennsylvania Trolley Museum, Ma & Pa Railroad Heritage Village, Whitewater Valley, Seashore Trolley Museum and Niles Canyon Railway all reported increases. According to American Heritage Railways, Spring ridership at their Great Smoky Mountains Railroad was about twice as high as a normal year. Yosemite Mountain Sugar Pine Railroad responds "Ridership is up, way up." Shore Line Trolley Museum has seen a large increase, but attributes it to a state-funded free admission program for minors.

Everett Railroad, Northwest Railroad Museum, Rochester & Genesee Valley Railroad Museum, Railway Mail Service Library, Minnesota Streetcar Museum, Nevada State Railroad Museum and North Carolina Transportation Museum report ridership/visitors at about 2019 levels.

At Colorado Railroad Museum, attendance has reached 90 percent of 2019. We haven't cut our hours at all. Boone & Scenic Valley is down somewhat.

Special Events

Special events that previously produced capacity loads suffered badly in 2020 because social distancing reduced capacity and the public stayed away. That continued for the first half of 2021. Now it appears that museums and railroads are easing back into full attendance, although some are retaining social distancing requirements that suppress event and dinner train ridership.

Mattel's Gina Tomanek gave us this statement about Day Out With Thomas. "This season we are running 20 events (past years saw over 50 events). So far events are going great, many families are in attendance excited to get outside and enjoy the fresh air and spend time together. Every state is handling requirements per direction from their local governing authority as well as FRA regulations on train rides. Capacity allotments and overall sanitizing, distancing, and mask requirements will vary state to state depending on how businesses are categorized and how many people are on property."

I asked Matthew Dowd, licensing manager for Rail Events, if there are any operational changes for Polar Express because of Covid.

"REI and Warner Bros. have left the majority of operational changes to the discretion of each Host Venue. This is due to wide variances in local, state, and federal guidelines at the numerous locations in which licensed events are hosted. Rail Events, Inc., in conjunction with Warner Bros., did issue an operational document that outlined a few very basic requirements including, but not limited to, the need for actors and crews to wear face coverings, guidelines for limiting contact with passengers, and basic food handling safety recommendations. Each Host Venue will be required to submit an Operating Plan that highlights any applicable health orders or COVID-19 specific restrictions that their Event might be subject to this season."

Business practices

Perhaps most interesting were the responses to the question, "Have you changed your business practices post-Covid?" At the time of the survey, most places still kept in place Covid social distancing, masks, and sanitizing. That may well continue as the Delta variant creates another wave.

Northwest Railway Museum: We have suspended a number of discount programs that benefitted only those who are already higher income earners; new discount programs will target attracting underserved populations. Zoom meetings for board of trustees gatherings are easier to host and have resulted in higher participation rates.

Rochester & Genesee Valley Railroad Museum: More advertising.

Ma & Pa Railroad Heritage Village: We are continuing the increased ticket prices we adopted last year when capacity was limited.

Shore Line Trolley Museum: More of our ticket sales are online. During 2020, we were required to have "contactless" ticketing so 100% of sales were online and for a specific "sailing" of the trolley.

Colorado Railroad Museum: First and foremost, we decided that we would be closed on Mondays once we reopened in June 2020. This has turned out to be very helpful and useful for many reasons we didn't even fully grasp. Setting daily capacity limits and having online tickets available has perhaps been the next biggest change. This has helped spread out our crowds.

Minnesota Streetcar Museum: We've increased our fare and mostly stopped accepting cash payments. Our social media and online presence was greatly increased and will remain higher.

North Carolina Museum of Transportation: Pre-sale tickets for regular admission & train rides, along with special events, introduced hybrid work-from-home and work-on-site employee schedules and increased online and social media educational and informational presence.

THE INDUSTRY REOPENS

By Aaron Isaacs, HRA editor

Covid shut down the entire railway preservation industry for the first half of 2020. In July 2020 it started to reopen. That month I visited 208 websites and found 120 (58 percent) were open. More appeared later in the year. All-volunteer operations were more likely to be closed, probably due to the age of volunteers. Of the places that were open, most reduced their hours and/or partially curtailed their operations. It was pretty clear that most carried greatly reduced loads due to social distancing and visitors staying away. Special events took a big hit, and most places cancelled them altogether.

The Wisconsin Great Northern Railroad adapted to Covid by creating individual one-table dining rooms in its dinner train. Even if Covid subsides, they're marketing it as a perk compared to a conventional diner layout.

Yosemite Mountain Sugar Pine Railroad: We cut our dinner train capacity by 50% and found that the guest experience is so much better. We are never going back to the larger crowd. We moved our check-in for ticketing to outside the station and everyone loves it. It has reduced the overload in the station and gift sales have soared with this change. We started offering box lunches as a ticket upsell and now it is a great stream of revenue. We have reduced our departure schedule and have become more flexible to adding

trains based on demand. Probably the greatest business change is we have focused on our "drive market" with our advertising dollars. The drive market are guests that live within 90 minutes of our railroad. We have over 2 million people in this market. Compared to advertising to tourists, railfans, and National Park travelers - the drive market is a smaller sample size and we have messaged this group with television, digital, social media advertising. These are some of the many things we have implemented in the post-Covid world that are here to stay.

As this is written, it's too early to know if the Delta variant wave will cause another shutdown.

SAN JOSE STEAM PROGRAM MOVING TO NILES CANYON

Since 1989, the volunteers of the California Trolley & Railroad Corporation in San Jose have averaged over 5,000 hours per year on the restoration of Southern Pacific 4-6-2 #2479 (Baldwin 1923). To date it is estimated that 80% of the restoration effort has been completed to the locomotive. In 1956 #2479 finished its active career pulling commuter trains between San Jose and San Francisco. It was donated Santa Clara County in 1958. As part of a major deal, it will be relocated to the Pacific Locomotive Association's Niles Canyon Railway.

Accompanying it will be the 1899 SP San Jose Lenzen roundhouse, its 80-foot turntable and a large water tank. The roundhouse was deemed structurally unsound after the 1989 Loma Prieta earthquake. The SP donated it to the county in 1994 for a proposed museum. Five acres were set aside at the county fairgrounds for a railroad museum. The roundhouse, turntable and tank were disassembled and moved to the county fairgrounds along with 2479.

The goal was always to run mainline excursions and in the beginning the fairgrounds were near an existing industrial spur, which eventually was abandoned. In 2002, the County Board of Supervisors rescinded the railroad museum's use of the fairground property, instructing staff to work with CTRC to identify another county-owned parcel that could accommodate the project. A key criterion of a new 5-acre location would be access to an active rail line. After a year of work, staff determined that no county-owned parcel would be feasible for a railroad museum.

Without an identified county-owned location, CTRC began a search for another site with the goal of keeping the locomotive and roundhouse within Santa Clara County.

Nearly a dozen sites from Gilroy to Milpitas were explored with the requirement of five acres adjacent to an active railroad line. All these sites were eventually determined to be infeasible due to planned development, the abandonment of rail lines and/or an uninterested property owner. As of 2021, the effort to find a local railroad museum site has been exhausted.

That led to the agreement with Niles Canyon. #2479 would replace sister #2472, which recently departed along with the rest of the Golden Gate Railroad Museum collection.

"Our master plan has always included a roundhouse facility in Niles," said Henry Baum, PLA president. "Both the roundhouse and locomotive are natural additions to our historic railroad collection. We will immediately begin to develop our Niles site focused around these incredible assets."

Niles Canyon's 2003 master plan envisions a roundhouse inside the Niles wye at the west end of the railroad.

The county will cover the cost of the move, estimated to total \$930,000. Steam Services of America will manage the dismantling, moving, and reassembly of the 150-ton locomotive. The Santa Clara County Board of Supervisors has funded the moving costs to occur over a three-year period. Once received, all of these Santa Clara County owned historical assets will be transferred to the Pacific Locomotive Association. Also included in the transfer of assets are a 65-ton diesel locomotive acquired from Kaiser Permanente Cement, and necessary tools and equipment to complete the restoration and maintain the 2479.

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LACKAWANNA SUBSCRIPTION CLUB CAR #2454

By Steve Hepler & Terence Mulligan, Whippany Railroad Museum

June 20, 2021 was the celebration and first public runs of DL&W No. 2454 by the Whippany Railway Museum following a seven-year restoration. Prior to 2454’s maiden run, a dedication ceremony took place where Museum Trustee and 2454 project leader, Terence Mulligan gave an overview of 2454’s history, and acknowledged the benefactors, contractors, and Museum volunteers who worked on the car over the years. Immediately thereafter, the legendary Lackawanna Railroad icon, ‘Miss Phoebe Snow’ christened the car to the applause and cheers of the gathered crowd.



Steve Hepler photo.

No. 2454 was constructed by the Barney & Smith Car Co., Dayton, Ohio, in 1912 for the Delaware, Lackawanna & Western Railroad (DL&W). In 1930 it was converted from steam-hauled to electric propulsion by American Car & Foundry. Thomas A. Edison rode as a guest, on September 22, 1930. No. 2454 was assigned to the Hoboken-to-Gladstone run, on a train known as “The Millionaire’s Express”.

No. 2454 became part of the Erie-Lackawanna Railroad upon the merger of the DL&W and the Erie Railroad on October 17, 1960. At that time, the DL&W MU car numbers changed and No. 2454 became ‘3454’... this is the number the car would carry through the rest of its active commuter service years.

With the start of Conrail on April 1, 1976, No. 3454 came under a new operating authority, and maintenance - safety only - was minimal. During Conrail’s first year, Terence Mulligan inspected 3454 while it was laying over in the Gladstone Yard. He noticed the seams on the side

sheets were beginning to puff out with rust, with exterior deterioration everywhere. Deferred maintenance was highly evident. No. 3454 remained in Gladstone - Hoboken club car service another eight years, rolling along in somewhat sordid splendor, carrying Malcolm Forbes and other high rollers back and forth in individual rattan arm chairs, served by their porter, sipping cocktails, and playing cards.

No. 3454 / 2454 ended her 72 years of continuous service when NJTransit (NJT) retired the former DL&W MU fleet on August 24, 1984.

NJT was later required by a February 2001 written agreement between NJT, the Federal Transportation Administration and the New Jersey State Historic Preservation Office (as recompense for tearing down the historically listed Hoboken MU shed), to restore two of the 1912 Barney & Smith MU club cars they had been operating. In the end, NJT instead gave the three club cars away; 3451, 3453 and 3454 ended up in the collection of the United Railroad Historical Society of New Jersey (URHS) at Ridgefield Park, NJ, and still later at the URHS facility at the former DL&W Boonton [NJ] Yard. In 1994 URHS sold the 3451 to the Roscoe O&W Railway Museum in Roscoe, NY for \$5,000. The O&W group had plans to convert 3451 into a version of an Ontario & Western Railway “Trout Car,” display. The remaining two club cars donated by NJT to URHS were in very rough condition inside and out, with much missing hardware - including lights, luggage racks, match strikers, window shade parts - hundreds of items. In February 2014 URHS donated 3453 to the Walkerville Southern Railroad in Frederick, MD, while 3454 was donated to the Whippany Railway Museum in June 2014.

When WRyM received No. 3454, its exterior was severely deteriorated. However, the car’s mahogany interior was more or less intact, though the eleven mahogany veneered doors needed rebuilds, likewise all mahogany window surrounds, plus brand new mahogany frames holding the original stained glass transoms. Four steady months’ stripping and refinishing of the sooty and crackled varnish on all woodwork was required. All paint was removed from the ceiling and its air-conditioning duct was primed and repainted.

Back outside, 560 individual exterior window parts were replaced, also steps, platforms, ten percent of the perforated roof, and the bottom 14 inches of the side sheets around the entire car. Trucks were rolled out for maintenance, brakes repaired, and a COT&S done. The car was also wired for HEP power.



Steve Hepler photo.

As a final step the entire car was given several coats of Imron ‘Old Pullman Green’. At the same time, the car was relettered LACKAWANNA, and given back its original DL&W MU number – 2454.

On the inside, the concrete floor was resurfaced, new 1910-era railroad design carpet was made and installed. Dark green linoleum for the halls, restrooms and galley was installed. All wiring was replaced over several months, and a correct headlight was donated, refurbished and installed. And much more – seven years of hefting. The hundreds of details and thousands of hours work by WRyM’s skilled volunteers, plus the heavy steel repairs on the outside by StarTrak, Inc. could make for a very long industrial grade magazine article. If 2454 were a steam locomotive, this would be categorized a ‘Class 5’ overhaul. That is to say, a complete tear down and rebuild.

WRyM’s PhoebeSnow is an elegant contemporary advocate for the heritage of the ‘Road of Anthracite’. She is Lauren Stauffer, granddaughter of the Morris County Central Railroad (MCC) founder, Earle H. Gil, who began New Jersey’s first standard gauge steam preservation railroad at Whippany in 1965. The MCC went out of business in

1980, but WRyM owns both of the former MCC steam locomotives, ex-Southern 2-8-0 No. 385 and former US Army 0-6-0 No. 4039.

Terence Mulligan, the “2454 Project Manager”, has seemingly made the restoration of No. 2454 his life’s work. Terence demanded excellence and when you walk through the car, it certainly shows. The contractors and WRyM volunteers who worked on 2454 over the course of seven years have turned a rotting hulk into an absolute gem. The good people at StarTrak were joined in the effort by many others, including Philip Paris Restorations (interior wood work); Frank Minerowicz (carpentry); AAA Metal & Glass; Vikas Khurana at InterexCo, New Delhi, India (reproduction chairs, cushions, match strikers); as well as a host of others.

To all the WRyM volunteers who spent countless hours - thousands - of their personal time working on 2454... Thank you - one and all !

In closing, WRyM wishes to gratefully acknowledge our benefactors, Frank Reilly of the New Jersey County Transportation Officials Association, and Capt. Bill McKelvey of Liberty Historic Railway, Inc., who saw to it that the funds needed to complete the 2454 project (over half-a-million US dollars) would be made available.



Steve Hepler photo.

REVIVING THE MARK TWAIN ZEPHYR

By Aaron Isaacs, HRA editor

When tourist railroad Wisconsin Great Northern announced an open house to view their progress restoring the Mark Twain Zephyr trainset, I had to check it out. It’s only 2 ½ hours from my Minneapolis home and we’d get to have dinner at a real Wisconsin supper club on the return trip. This project is intriguing because

it’s such a heavy lift for a small operation. It also signals salvation for an iconic artifact that has somehow survived 63 years in limbo.

The Mark Twain Zephyr was dedicated on October 25, 1935. It was the fourth Zephyr, following the Pioneer



Zephyr in 1934, and the pair of Twin Zephyrs in April 1935. Like its predecessors, it was fully articulated, but had four cars, not three like its siblings. Six more shovel-nosed trainsets would follow (the second generation Twin Zephyrs and a pair of Denver Zephyrs in 1936, the General Pershing Zephyr in 1939), but all would have separate (non-articulated) locomotives.

The train was named for its initial assignment, St. Louis to Burlington, Iowa along the west bank of the Mississippi through Mark Twain's birthplace of Hannibal, Missouri. The cars were named for characters from Twain's book Tom Sawyer; power car/RPO Injun Joe, baggage car Becky Thatcher, dinette/coach Huckleberry Finn and coach/parlor/observation Tom Sawyer.

Despite its name, the train spent much of its career running elsewhere. It held down its namesake assignment until May 1936, again in 1938, from 1942 to 1953 and finally from 1957 to 1958 when it was retired. In other years it ran Chicago-Twin Cities, Chicago-Denver, Fort Worth-Houston, St. Louis-Kansas City and Galesburg-St. Joseph.

Following its retirement, the Mark Twain Zephyr passed through a series of owners and was repeatedly moved around the Midwest. It was first sold in 1960 to Charles Dashner of Glenwood, Iowa, who intended to

resell it to Cuba. That plan was thwarted when the US severed diplomatic relations with the Castro regime. The backup plan was to convert the train into a restaurant and motel near Glenwood. Dashner died before that could happen. The train, passed to his heirs, never left the Q's Burlington Shops. The family had no further interest in it and turned it back to the CB&Q.

In 1962 Ernie Hayes of Mount Pleasant, Iowa bought it for \$6500. The deal included coach/dinette car #500, which had been added to the Pioneer Zephyr in 1935. It was removed from the train when it went on display at Chicago's Museum of Science and Industry because the outdoor display area was too small for four cars.

Hayes arranged for the train to be displayed in Mount Pleasant's McMillan Park, home of the Old Threshers Reunion and the narrow gauge Midwest Central Railroad. In 1968 he donated it to the Midwest Central, hoping they would build a standard gauge loop and run it. That never happened. The train sat outside unprotected and by 1971 was badly vandalized inside and out. Ownership shifted to the Old Threshers Reunion, but the train received no attention and continued to deteriorate.



The Zephyr is currently up on blocks. The trucks have been removed for rehab.



SW600 #1280 will sacrifice its engine and power truck to revive the Zephyr.

It was sold in 1979 to Alexander Barket, Sr. of Kansas City and moved to the Ford Industrial Park southeast of KC. In another twist of fate, Barket died as the train was being transported. His estate was burdened with significant debt. In 1982 the Zephyr became the property of creditor Westgate Bancshares, Inc.

Three Chicago-area businessmen formed Mark Twain Zephyr, Inc. and bought the train in 1987. At the time Coors Brewery was running its "Silver Bullet Train" marketing campaign and MTZ, Inc. tried to sell them on restoring the Zephyr. Anticipating a deal, they moved the train across town to Mid-America Car.

The Coors deal never happened and in 1988 the owners moved the train again, this time to the Joliet Army Ammunition Plant near Chicago. Proposals to use the train came and went. The federal government deactivated the plant in 1993. The tracks were to be removed, so the Zephyr was evicted. The owners moved it 14 miles to Relco Locomotive's Minooka, Illinois shop.

Years passed, the train sat and the Winton engine was removed. The site was flooded more than once, submerging the power truck's traction motors. In 2007 Relco decided to close the Minooka facility. The owners put the Zephyr up for sale but there were no takers. So they moved it again, detrucked on flatcars, to Gateway Rail Services in Madison, Illinois, near St. Louis. Gateway rebuilt passenger cars and its president Ben Butterworth was interested in constructing a railfan viewing platform on the property with the Zephyr as an attraction. Along came the Great Recession of 2008-09, snuffing that idea.

I interviewed Wisconsin Great Northern owner Greg Vreeland. He discovered the Zephyr in 2011 while visiting Gateway Rail Services for a different passenger car project. He says he couldn't believe that such an important artifact

was available. In 2017 he was able to purchase a set of the original Budd plans. Then he discovered that his birthday falls on the same day as the train's 1935 dedication. Eventually he decided that the Zephyr deserved to not only be saved, but to have a place to run. He bought it in 2020 and moved it to the WGN's yard outside of Trego, Wisconsin.

Covid hit and shut down the railroad. Rather than lay off his staff, Vreeland put them to work rebuilding the Zephyr. It has been a major project, because the train was stripped inside. All interior furnishings except the dinette kitchen were gone. Vreeland says, "I'm not a preservationist." His goal is to make the train operational and attractive, respecting its history where possible. However, a museum-quality restoration was not going to happen, nor would it even be possible. There are no Winton diesels available. Instead, EMD SW600 switcher #1280 is donating its engine and power truck.

When I visited in July the Tom Sawyer's interior was complete with new lounge chairs and the coach section furnished with booth seating and tables. The baggage car is finished and filled with well done history displays. The coach's interior was redone, with seats still to be installed. One side of the dinette kitchen, previously a dead end behind the baggage car, has been removed to permit passengers to walk through.



The Tom Sawyer's observation lounge.

The trucks have all been removed and are being rebuilt in-house. They'll receive slightly larger wheels to match those on the power truck.

Vreeland decided early that he wanted the train's history and restoration to be documented. He had just hired



The former coach section of the tail car Tom Sawyer is now table seating.

Robert Tabern as Passenger Services Manager. By happy coincidence, Tabern had previously done publications. With the railroad closed by Covid, Vreeland asked Tabern to do the research and writing. Assisted by his wife Candace,



The mail slot in the side of power car/ RPO Injun Joe

John Kelly and Dave Lotz, Tabern has produced a pair of self-published volumes totaling 535 pages. Volume 1 covers the history of the shovel-nosed early Zephyrs and the building of the Mark Twain. Volume 2 gives the operating and post-retirement history of the Mark Twain. Volume 3, to be published in 2022, will detail the restoration.

I purchased the first two, and if any shred of historic detail or marketing graphic is missing, I'd be surprised. The books are the definitive history of the train.

Vreeland has scheduled the train's dedication for May 2022. As you can see from the photos, there's a long way to go, but he seems confident of meeting the date. As he put it, there will be a silver train to celebrate the WGN's silver 25th anniversary.



Exhibits fill the baggage car Becky Thatcher.

QUINCY & TORCH LAKE RAILROAD PROJECT

By Chuck Pomazal

In 1848, the Quincy Mining Co. was formed in Hancock, MI and began mining copper. By 1888, the company had expanded and built a new stamp mill and coal dock 6 miles away on Torch Lake, where the copper rock was processed. When the company was unable to obtain an agreeable contract with the existing local railroads, they built their own narrow-gauge railroad to haul rock down and bring coal back up to feed the boilers at the mine. The Quincy & Torch Lake Railroad started out with just two small Brooks 2-6-0 locomotives but expanded their fleet to four by 1900 and then picked up a second-hand Baldwin 2-8-0 when the Hancock & Calumet Railroad converted to standard gauge. By 1912, one of the original locomotives was out of service and scrapped and the railroad made a bold move and ordered a brand new Baldwin, outside

frame, 2-8-0 locomotive which was given the number "6" and nicknamed "The Beast" due to its relative size of the others.

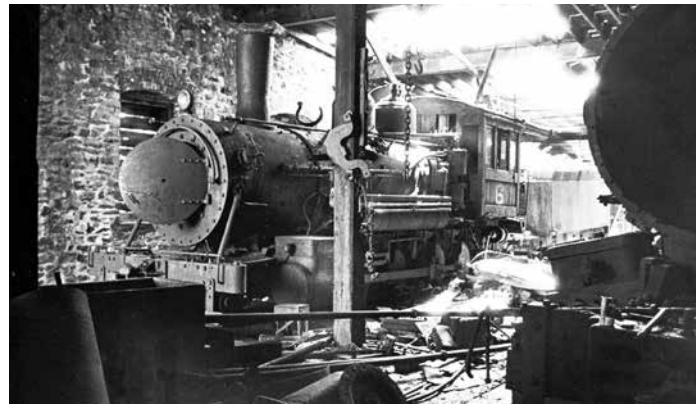


A lineup of five Quincy & Torch Lake Railroad locomotives in front of the engine house - circa 1909. Clint Jones collection.



"Factory Fresh" Locomotive No. 6 as it appeared when it arrived at the Quincy Mine in 1912. Note the unique coach caboose, a modified passenger coach. Tom Roberts collection.

The mine, which had picked up the sobriquet "Old Reliable", due to the fact that it paid dividends almost every year of its existence, had a brief shut-down during the depression, 1931 to 1937, and then closed for good at the end of World War 2 in 1945. At that time, the company boarded up their buildings and the four remaining locomotives (#1, #3, #5, & #6) were parked inside the engine house, hoping that someday the market would improve and the company would go back to work. Alas, that day never came. For many years the stone engine house was a ghostly sight because its roof was caved in, yet there were still steam locomotives inside.



Locomotive No. 6 just prior to its removal from the engine house in 1975. Rudy Maki photo.

The Quincy Mine Hoist Association formed in 1961 to preserve the structures and technology and educate visitors about the site. In 1970, the largely intact complex was nominated for the National Register of Historic Places. It was designated a National Historic Landmark in 1989 and in 1992 was included in the Keweenaw National Historical Park that encompasses the copper mining areas of the peninsula.

Two of the locomotives went elsewhere. In 1979 2-6-0 #3 (Brooks 1894) was leased by the Huckleberry Railroad in Flint, Michigan. It remains there today, out of service.

In 1975, The Pine Creek Railroad, located in the Allaire State Park in New Jersey, negotiated with the company to lease #6 with the hope of restoring it to running condition and using it on their excursion railroad. They made arrangements to come and get it, along with the Russell snow plow which was deteriorating next to the engine house. As part of the deal, they were required to remove 2-6-0 #1 (Brooks 1889) and 2-8-0 #5 (Baldwin 1891) and put them on display up the hill near the Hoist House. With these negotiations complete, locomotive No. 6, the plow, and some various railroad related items were loaded onto rail cars and began the long trip out east.

Once they got it out to New Jersey and began working on it, they realized that there was more work required than they could handle and more expensive than they could afford. So, it languished outside for over 30 years, only 7 miles from the Atlantic Ocean where the salt air did nothing to improve its condition.

Around 2007, realizing that the lease was only for 30 years, someone jokingly said that maybe we should go get it and bring it back. That started the ball rolling and we began negotiations and in 2009, with some earmarked funds available, my wife and I and Paul Meier went out and did the preparation work (removing the cab and smoke stack to reduce the height) to bring it back. Arrangements were made for a truck with a heavy-duty "low-boy" trailer and after some lengthy permit problems, No. 6 made the long trip home to Michigan. After a 34-year absence, it was once again on home turf, sitting on a short section of track in front of the engine house. At one point, I just stood there and honestly said to it, "You don't know me but I am your new best friend". A second truckload arrived some time later with the tender tank, trucks, and miscellaneous train parts, which were dropped off and stored in a nearby contractor's yard.

The first thing that we did was to hire a painting contractor to sandblast and prime the engine. The Rust-Oleum Company donated the paint and the local Sand & Gravel Co. donated the blasting sand, so all that we had to do was pay for the labor of two men for five days. Now that it was "stabilized" it could not deteriorate any further.

At about the same time, The Quincy Mine Hoist Association, through the efforts of the Houghton County Road Commission, received a considerable grant from the Department of Transportation for the purpose of restoring the engine house. Previously, in 2005, there had been an effort to stabilize the "ruins" of the engine house by carefully removing the remainder of the roof and bracing the roof beams.

A mortar cap was applied to the tops of the two-foot thick stone walls to prevent water from infiltrating and freezing, which would fracture the walls. Much of the debris was



The rear “shop” area. By the 1990’s most of the roof of the Engine house had fallen in and vegetation was beginning to take over.

Bill Kriege photo

grade roofing material. The walls were tuck-pointed and a sheet metal cap was placed atop the parapet. New doors and windows were fabricated and installed although only two of the windows are “glazed” and the rest are “boarded up”. Since the contract was on a “dollar amount” basis, the contractor was only able to install rails over the service pit in the third stall before the money ran out. Later, our crew laid ties across the fourth stall pit, spiked rails, and then covered the gap with planks.



An attempt to stabilize the “ruins” in 2005 included the removal of the rest of the roof and installing temporary supports for the roof beams, as well as the removal of vegetation and debris.

Author’s photo



When completed, the Enginehouse once more appeared as it did in the early 20th century. *Author’s photo*

While the renovation work was being done on the engine house, a few friends and I did some restoration work on locomotive No. 5, which also needed some attention. The wooden cab sides, windows, doors, and floorboards had pretty much rotted away and since this locomotive is a popular attraction with many visitors, including numerous children, climbing aboard and having pictures taken, we decided to replace the deteriorated sections. Working

in my shop back home and using white oak planks that were obtained from a sawmill in Illinois, I fabricated the components, using whatever measurements that I could obtain from the existing parts and using the same “mortise and tenon” and “tongue and groove” construction techniques.



Having sat out in the open, near the Quincy Mine Hoist House, locomotive No. 5 was definitely showing its age.



After replacing the deteriorated wooden cab parts, the rest of locomotive No. 5 was given a fresh coat of paint. *Both Author’s photos.*

Once the engine house had been restored and we had a secure building in which we could work, five or six of my friends joined me and we began by re-building the tender for locomotive No.6. The first order of business was to reconstruct the front truck which was the most deteriorated. The wooden truck bolster, a 9” by 13” maple timber and the spring board, a steel 3” by 12” channel section, had to be replaced. Once the truck was completed, it was rolled out, along with the rear truck and just about every iron part that we had. We rented a sandblaster and everything was sandblasted and primed before being rolled back inside.

A local sawmill provided the wooden timbers at a very low cost but since my crew lives in Illinois, Wisconsin and Michigan, we could only get together for a week at a time, maybe twice a year. I had organized the work ahead of time and Jane and I would sometimes go up and do “sub-contract” work so when the crew showed up, they could go right to work.

By this time, I had spent over 40 years poking around the mine and researching the railroad. With some prodding by my friends, I decided to write a book on the history of the Quincy & Torch Lake Railroad. I approached the board of directors at the Quincy Mine Hoist Association (The inactive copper mine had by now become a major tourist attraction with the world’s largest steam hoist and underground mine tours) and asked if they would be willing to publish my book, providing that any royalties that I might be entitled to should go to the restoration fund. It was a win-win for both of us. With the single purpose of the railroad in mind, which was to haul copper-bearing rock the 6 miles from the mine down to the stamp mill, and bring coal back on the return trip, I entitled the book, “Rock Down, Coal Up”.

With this windfall of cash, along with some additional donations, work progressed rapidly. The tender was completed, loaded with coal, and it was stored inside the building. Now we could get serious with the engine. We began with sheeting the boiler with a metal “jacket”. Instead of replacing the lagging with asbestos, we used styrofoam strips attached to the boiler with “liquid nails”. We then re-installed the smokestack and started painting the locomotive a nice shade of black!

Over the winter months I worked in my shop at home, fabricating the parts for the wooden cab. Working from original blueprints and measurements taken from the original cab, using maple and oak boards from a local sawmill, I dry-fitted each part and gave them a coat of red primer. During the next work week in the spring, we began assembling the cab. Then, with the help of an end loader from the county road commission, we rolled the engine inside and kept working on the cab. Over the next year, we were able to complete the restoration process and in August of 2018, we pulled the locomotive out and held an open house with a “Coming Out” party for the cosmetically restored Q&TLRR locomotive No. 6.



In August of 2018, a “Coming Out” party was held and a two-day open house attracted railfans and curious visitors alike. Kids of various ages took turns, pulling the bell rope and having their questions answered by any of the several group of dedicated volunteers. *Author’s photo.*



The Quincy & Torch Lake Railroad had a water tank near the engine house. A 3000 gallon horizontal tank was housed inside a structure to keep the water from freezing. By 2019 it was in sad shape. *Author’s photo.*

leveling the “house” and once this was completed, the contractor began milling and priming new clapboard siding and a window while I took on the task of making the door and steps. After these items were installed, the contractor painted the entire structure and I made a new spout.



With the sizeable donation that Tom Roberts bequeathed, a contractor was hired to restore the water tank. *Author’s photo.*

Looking ahead, our crew began to give thought to our next endeavor. Since the other two locomotives were in need of attention, we began by having the tender from locomotive No.5 brought down to the Engine house where we could begin restoration. After removing all the completely rotten wooden frame and deck, which was an easy task, the trucks and associated iron parts were moved inside. The tank remained outside on blocks. Once this tender is completed, we will take it back up and bring down the tender from locomotive No.1 for a similar make-over. After that, it would be nice to bring locomotive No. 1 down and restore it but although we have many skills and the required materials are not a significant cost, moving equipment around is an expensive proposition. Another option that we have looked into is the restoration of one or two of the existing rock cars that are sitting around on the Quincy Mine property. We have laid 100 ft. of track inside the engine house where they could be worked on and displayed but again, these things do not move themselves.

Anyone that is interested in donating to our effort to preserve a small portion of a once busy narrow gauge railroad can visit the Quincy web site at www.quincymine.com. Please designate your donation to the “Locomotive Fund”. Your assistance will be much appreciated. Thank you.

HERITAGERAIL NEWS



Alberta Railway Museum has cosmetically restored Northern Alberta 2-8-0 #73 (Canadian Locomotive 1927). Beyond it is NAR GMD1 #302 (GMD 1959).



Jake Jacobson's personal 1911 Kennecott Copper/Copper Basin caboose.

B&O Railroad Museum, Baltimore, MD



On August 12, 2021, the B&O Railroad Museum unveiled the complete cosmetic restoration of the Central of New Jersey 1000 (GE 1925) the first commercial diesel-electric locomotive in the world. It's painted in its 1957 scheme, when it was retired and donated to the museum. According to the press release, the restoration is part of a plan to prepare for the 200th anniversary of American railroading in 2027.

Carillon Park, Dayton, OH

The 65-acre privately-owned history park is adding to its already strong collection of railroad artifacts. It is building a 3-foot gauge railroad that will circle the grounds. Pulling the train will be a replica of the 4-4-0 Cincinnati, the first locomotive to reach Dayton in 1851. Completion is anticipated in Fall 2022.

Center for Railroad Photography & Art, Madison, WI
The Center is now the leading sponsor of traveling rail history exhibits. Currently showing are "After Promontory: 150 Years of Transcontinental Railroading", and "Steam—an Enduring Legacy: The Railroad Photographs of Joel Jensen". Upcoming and scheduled are "Beebe and Clegg: Their Enduring Photographic Legacy", "The Railroad and the Art of Place: Photography by David Kahler", "Railroaders: Jack Delano's Homefront Photography", "Wallace W. Abbey: A Life in Railroad Photography" and "Milwaukee's Beer Line". To inquire about hosting an exhibit, go to www.railphoto-art.org/exhibits.

Colebrookdale Railroad, Boyertown, PA
Now that the railroad has acquired two steam locomotives, it has built a single-track steam shed several miles south of Boyertown. Lake Superior & Ishpeming 2-8-0 #18 has arrived and will begin restoration.

Durango Railroad Historical Society, Silverton, CO
Work continues on the restoration of the Silverton Northern engine house, with foundation repairs and installation of water and sewer lines.

East Broad Top, Orbisonia, PA
The Allegheny Foundation has granted the EBT \$100,000 to rehab the Colgate Grove picnic area, the turnaround for trains at the north end of the active track. A new waiting platform and pavilion will be constructed.

Exporail (Canadian Railway Historical Association), St. Constant, QC
The museum has acquired Montreal double-deck commuter cab car #900 (Canadian Vickers 1970). It will run on the demonstration railway, providing a control cab at both ends.

To celebrate its 60th birthday, the museum is raising money to restore three pieces of equipment. First will be the interior of Canadian Pacific/VIA dome-obs Sibley Park (Budd 1954).

CRHA gives out annual awards for railway preservation across Canada. This year the Preservation Award went to Calgary's Heritage Park for the restoration of Canadian Pacific wood colonist car #1202 (CP Angus Shops 1905). The Book Award was given to Terry Gainer for "When Trains Ruled the Rockies, My Life at the Banff Railway Station". The article award went to Douglas R. Phillips for his three-part series "Pay Cars of the Canadian Pacific" in CRHA's Canadian Rail magazine. David R. Henderson, one of Exporail's founders, received the Lifetime Achievement Award for his work on railway history publications. Finally, an Extraordinary Award was given to singer-songwriter Gordon Lightfoot for writing and singing the Canadian Railroad Trilogy.

Friends of the East Broad Top
Thanks to grants from the Friends of the East Broad Top and an anonymous donor, a professional archivist and an intern are spending this summer establishing a plan to catalog and preserve the East Broad Top Railroad's vast archival holdings. The actual cataloguing will be a multi-year effort, requiring ongoing funding. The first task is to estimate the size and condition of the railroad's holdings. Three fireproof brick vaults in the Orbisonia station are filled from floor to 12-foot ceiling with property records, ledger books dating to the 19th century, and decades' worth of maps and drawings from the railroad's engineering office. Dozens of file cabinets and blueprint drawers hold all manner of additional material. Outside of the station, more than two dozen bins of documents that had been stored elsewhere in the railroad's Rockhill Furnace facilities have been packed up. These include machine-shop employees' time slips, assorted shop invoices, inventories of the railroad's storehouse and machine tools, and locomotive maintenance.

Halton County Radial Railway, Milton, ON
Thanks to a \$139,500 grant from Heritage Canada, the electric power feeds and distribution to the museum's buildings has been completed.

Illinois Railway Museum, Union, IL
IRM is gradually adding buildings to its Main Street, the new one-block extension of Central Avenue. First was the restored historic Schroeder Store, now the ticket office and museum store. Nearing completion next door is the so-called Multi-Purpose Building. It was originally to house model railroad exhibits, but has grown beyond that. The museum's Pullman Library will be relocated to the new building from its current location in downtown Union. There will be a small gallery space for rotating IRM displays. The Milwaukee Road Historical Association's museum and consolidated archive will occupy part of the building. Now an agreement has been reached for the Chicago & North Western Historical Society to build a new Archive and Research Center on Main Street.

Market Street Railway, San Francisco, CA
Muni has rebuilt the 1907 Nob Hill tower that guards the crossing of the California Street and Powell Street cable car lines. It had last been painted in 1988 and been reroofed in 1967. The windows and all rotted wood have been replaced, along with the interior furnishing. The copper roof has been sealed. It's now painted in a mix of colors reflecting previous paint jobs.

Maryland & Pennsylvania Railroad Historical Society, Muddy Creek Forks, PA
The High & Dry project to develop the High Rock yard and shop site is underway. The Society acquired the property because it's the only available site above the flood plain. The necessary track materials are in hand, including 2400 feet of 85-pound rail was purchased from the Strasburg Rail Road.

Minnesota Transportation Museum, St. Paul, MN
The museum has acquired Great Northern business car #A-18. The personal business car of James J. Hill, it has been donated by James J. Hill III. The Hill family is also funding a complete restoration, to be done by the Friends of the 261.

Mount Washington Cog Railway, Bretton Woods, NH
The State of New Hampshire has approved a \$1.2 million loan to replace the Cog's 1890s-vintage 25-pound rail with 100-pound rail.

Museum of the American Railroad, Frisco, TX
Thanks to gifts from two Dallas foundations, construction of Exhibit Tracks 3, 4, and 5 will begin later this summer. Scope of work includes 2,032 ft. of trackage and one turnout. Storm drainage and roadbed for these tracks were constructed last summer. Upon completion, additional pieces of rolling stock collection will be placed on permanent display. The track work is part of a \$1.4 million capital project which includes finishing out the museum's entire rail infrastructure followed by construction of paved surfaces, including concrete platforms, concourse, and pathways. Completion of these essential elements gets the Museum to the next phase of capital construction – the Exhibits Pavilion.

North Texas Historic Transportation, Ft. Worth, TX
According to the Fort Smith Trolley Museum newsletter, North Texas Historic Transportation is folding. It had overseen the beautiful restoration of Northern Texas Traction interurban #25 currently displayed at the Fort Worth depot. NTT parlor/obs #411 was being restored nearby. NTT Birney #560 (American 1920) is going to the Fort Smith Trolley Museum. As this is written, we don't know the fate of the rest of their roster, which includes the fleet of ex-Washington, DC PCC cars rebuilt for the Tandy Fort Worth subway.



New York Transit Museum car 1273 (Laconia 1903) was part of a June 7 ticker tape parade in Manhattan to honor essential workers from the pandemic. Organizer Bill Wall says this is the first time an el car has gone up Broadway. Marc Glucksman photo.



The Prairie Dog Central has erected this equipment storage facility to protect its string of century-old wood coaches from the elements. *Mark Perry photos.*

Railroad Museum of New England, Thomaston, CT

For the last few years, museum volunteers have been rehabbing the Victorian ex-New Haven Thomaston depot. The big projects during Covid have been a replacement of the heating and electrical systems, adding Wifi and finishing the basement so it's suitable for storage and other activities.

Saskatchewan Railway Museum, Saskatoon, SK

The museum is constructing a Welcome Centre. When complete it will house the gift shop, ticket office, staff room and accessible washrooms.



The Welcome Centre under construction.

Shore Line Trolley Museum, East Haven, CT

New York City Transit Authority steeple cab locomotive #7 (GE 1925) has been deaccessioned by the New York Transit Museum and acquired by Shore Line. Bill Wall fills in the details. "Built 1925, used as a relief locomotive on the South Brooklyn Railway and on work trains until 1961. Equipped with trolley poles and 3rd rail shoes. After the SBK ended the use of overhead wire, the poles were removed and it was



Steeplecab #7 being loaded in Brooklyn.

used solely on work trains until 1976, when it became a museum car and was placed in the New York Transit Exhibit (now the NY Transit Museum). It was removed from the museum back in early 1980s and replaced with other cars. It

has been in storage in Coney Island since that time, was cosmetically refurbished in 2007, complete with trolley poles. Last month the NY Transit Museum donated it to Branford (since they have an identical twin, #6 and an older Alco/GE, #5), and it was delivered yesterday, running today. Of interest is that #7 was removed from the exact spot it was delivered at in in 1925, 2nd Ave and 39th Street, at the SBK interchange."

The body of Connecticut Company streetcar #855 (Wason 1905) has been reacquired by the museum after many years elsewhere in town. An identical sister to #865, which runs at the museum, 855 was a body only. It was used for various purposes at the museum until 1984, when it was put on display on shop trucks in front of the nearby Trolley Square Plaza shopping center. In 1993 it was moved again and became the East Haven tourist information center. That use eventually ended and 855 is now back, placed at the museum entrance on River Street.

The huge flood recovery project to repair damaged motors slowed during Covid and has been extended by FEMA to September 2022. Recently under repair are the motors from Public Service of New Jersey streetcar #2431 (Cincinnati 1913), Montreal & Southern Counties interurban #9 (Grand Trunk Ry. 1911), Cornwall Street Ry. steeple cab #12 (Baldwin-Westinghouse 1917) and Montreal rotary snowplow #5 (Peckham 1910). In addition to the motor repairs, having these cars jacked up and off their trucks has created an opportunity to do other truck and underbody maintenance.

Simpson Railroad, Shelton, WA

Established in 2019, on Memorial Day the Simpson Railroad hauled its first passengers on the former Simpson Timber lumber line. It was just short caboose hops around the "Loop" at the Dry Sort Yard where operations are based. Ten miles of the line have been leased. The bootstrap effort to develop the line is underway. Volunteers are cutting brush and replacing ties, working toward bringing the track up to FRA Class 1. Great Northern lightweight coach #1212 is being restored after its post-retirement life as part of a restaurant. A shipping container has been wired for power and made into a small shop. A 20 X 30 foot steel building has been donated, disassembled and will soon be reassembled on site.

Southern California Railway Museum, Perris, CA

The earthquake retrofit of Carhouse 1 has been completed. Contractors installed reinforcement plates on the poles holding up the building, plus diagonal pole-to-rafter beams.

Stourbridge Line, Honesdale, PA

According to Railpace magazine, the railroad is adding runaround tracks at Honesdale and White Mills, A new siding at Camp Carmen near Glen Eyre will allow cabooses to be set out for overnight occupancy. Also new this year are rail bikes on the three miles east from Hawley.

Tennessee Valley Railroad Museum, Chattanooga, TN

Former Southern office car #21 was purchased in 2019. Renumbered 8 by Norfolk Southern, it was trucked to Chattanooga from St. Louis this year.



TVRM's new building. The Grand Junction yard and depot can be seen in the distance.

TVRM has purchased a modern industrial-style building adjacent to the Grand Junction campus for a future display and education facility. It will enable TVRM to be open 363 days a year, even when not operating trains. It was opened to the public in September.

TVRM has restored numerous coaches. The

latest Smoke & Cinders newsletter included this typical breakdown for a full rehab. It notes costs will vary depending on the condition of the car.

\$15,000	Body work
\$45,000	Generator and wiring
\$11,000	Upholstery
\$10,000	Floor
\$12,000	Windows
\$25,000	Trucks
\$7,500	Paint
\$125,500	Total

Timber Heritage Association, Eureka, CA

The million dollar environmental site cleanup of the Samoa Shops complex continues. Completing it is a requirement for THA to take ownership of the site from the Harbor District. The current deadline is October 31st, although an extension is possible.

As if that wasn't enough to deal with, THA is having to lobby against the conversion of the former Northwestern Pacific to a bike trail. The line has been idle for years. To quote the THA newsletter, owner "North Coast Rail Authority wants to rid itself of common carrier status and facilitate conversion of the (161 mile) Willits-Samoa line to trail use." THA's long term goal is to run excursions on the northernmost 16 miles that circle Arcata Bay from Samoa to Eureka. They're advocating rail-with-trail for that segment. They currently run regular speeder excursions on the two miles out of Samoa.

Virginia Museum of Transportation, Roanoke, VA

The museum is working to reopen 2.5 miles of the dormant Norfolk Southern Belt Line that runs along the south bank of the Roanoke River, including through riverside Wasena Park. Reportedly NS supports the project and will donate the line.



The restored Waldwick Tower and its recently installed model board. *Marc Glucksman photos.*



The Wiscasset Waterville & Farmington Railway Museum's new roundhouse is under construction next to the existing turntable. These renderings show its look and location.

Western Maryland Scenic Railroad, Cumberland, MD

Here's another new rail bike operation. It runs on the western 10 miles of the WMSR from Frostburg to Cash Valley. If that seems like a long ride, it's all downhill on a 2 percent grade. Rail bikers ride back to Frostburg in a shuttle vehicle.

Western Railway Museum, Rio Vista Junction, CA

The museum is in the middle of fund raising for two large projects. Furthest along is Carhouse 4, which will complete the task of putting the entire rolling stock collection under roof. Thanks to a million dollar bequest, half the needed money is in hand. The first step, moving the PG&E power line into the museum underground, has been completed at the cost of \$87,000.



Rendering of the proposed Rapid Transit History Center, which will be attached to the Loring C. Jensen Carhouse.

Displays will tell the story of rail transit in the East Bay, including how BART was built.

There's another very small project to report. Sierra Northern recently abandoned the former Sacramento Northern Woodland branch. This allowed the museum to recover the last surviving SN crossbuck. Once restored, it will be part of a larger signal garden.

HERITAGERAIL ALLIANCE COMMERCIAL MEMBER DIRECTORY

ADAMS & WESTLAKE
Adlake.com
Railcar components

AMERICAN HERITAGE RAILWAYS
americanheritagerailways.com
Tourist railway operator

ATLANTIC RAILWAY
atlanticrailways.com
Passenger train leasing

CANNONBALL WATER GROUP
https://www.oneaquasource.com/category/cannonball-water-group/
Water chemistry for steam locomotives

CONTINENTAL FABRICATORS
confabinc.com
Fabricating pressure vessels and components

D AND D SPECIALTY INSPECTIONS
dandservices.com/
Welding repairs and inspection

DDM CONSULTANT SERVICES
Ddmsafety.com
Transportation safety and consulting services

DP RAIL SERVICES
Dprailservice.com
Streetcar repair and maintenance, electric motor overhaul

DYNAMIC TICKET SOLUTIONS
dynamicticketsolutions.com
Ticketing, event and crew management systems

ETIX
Etix.com
Ticketing, event and crew management systems

FMW SOLUTIONS
fmwsolutions.com
Professional services for the railroad industry

GREAT SCENIC RAILWAY JOURNEYS
gsrj.com
Video series for public television

HISTORIC RAIL ADVENTURES
Georgetownlooprr.com
Tourist railroad operator

HMBD/HUB INSURANCE SERVICES
Hubinternational.com
Insurance brokers

IRWIN CAR & EQUIPMENT
Irwincar.com
Car repair, wheels and axles, fabrication

MCRAIL INSURANCE MANAGERS
mcrail.bordenperلمان.com
Insurance broker

MORTON LOCOMOTIVE & MACHINE
greenchili@tds.net
Locomotive repairs and maintenance

OZARK MOUNTAIN RAILCAR
ozarkmountainrailcar.com
Railroad equipment broker

RAIL EVENTS
raileventsinc.com
Licensed train ride events, Polar Express

ROCKETREZ
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