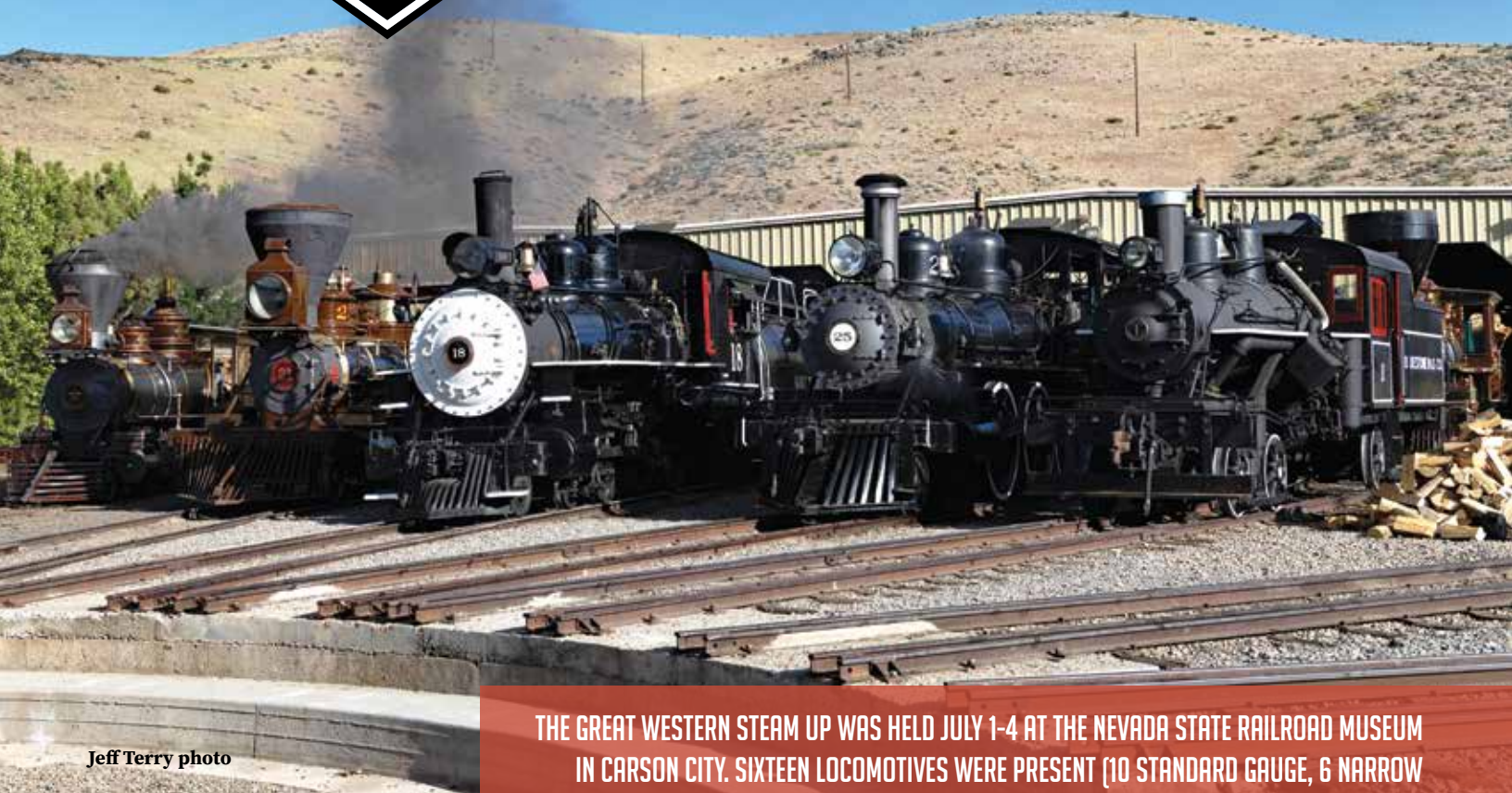


OCTOBER 2022



Jeff Terry photo

THE GREAT WESTERN STEAM UP WAS HELD JULY 1-4 AT THE NEVADA STATE RAILROAD MUSEUM IN CARSON CITY. SIXTEEN LOCOMOTIVES WERE PRESENT (10 STANDARD GAUGE, 6 NARROW GAUGE). LEFT TO RIGHT ARE 2-6-0 GLENBROOK, VIRGINIA & TRUCKEE 2-4-0 J. W. BOWKER, SOUTHERN PACIFIC 4-6-0 #18, V&T 4-6-0 #25 AND BLUESTONE MINING HEISLER #1.

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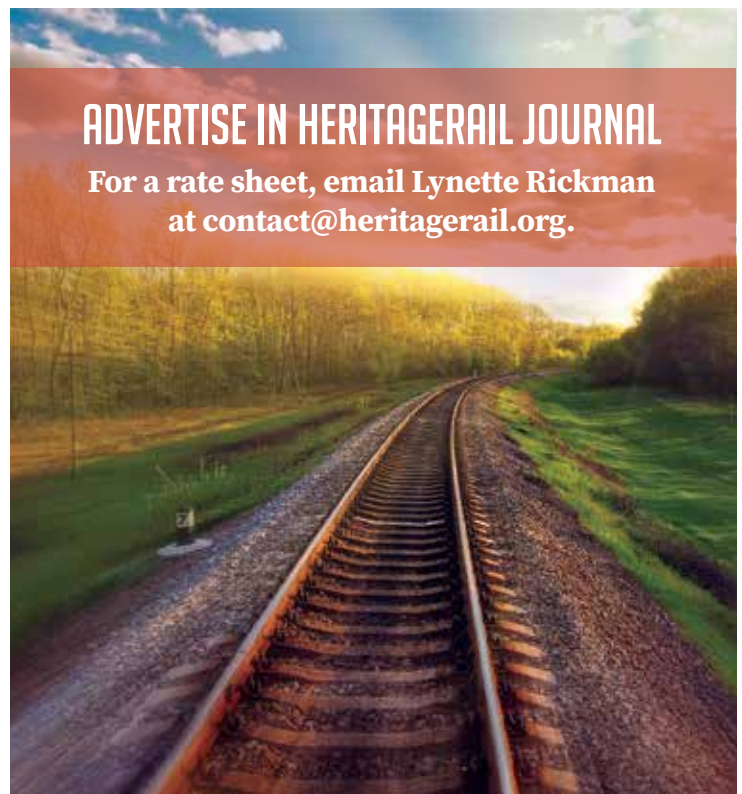
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THE HERITAGERAIL ALLIANCE - OUR FIRST 10 YEARS

By G. Mark Ray, HRA President

In November, two events happened in Montreal, Canada. First, the Association of Railway Museums and the Tourist Railroad Association, Inc., agreed to merge; thus, creating the premier North American organization dedicated to railway preservation. Second, I was elected the first President of this new organization.

Why me?

Well, as it was explained to me, I was the only board member who was on both boards at the time of the merger. I should be very familiar with all the directors. In reality, I don't think anyone else wanted the job.

Being one to never turn down a challenge, I accepted. Then I made my first mistake. Talk about getting off on the wrong foot, I walked into the first board meeting announcing all those actions we needed to take. The more I spoke, the meaner the stares got from certain board members. After the meeting was adjourned, I found out why. The late Don Evans reminded me about the Strategic Plan and all the actions in-place to take the organization through the transition from two groups to one. I had thrown all of that away according to Don. I had never seen Don so mad. Needless to say, I learned my lesson. We went back to the Strategic Plan. The angry stares turned into smiles.

The following years were not without challenges. The Association of Tourist Railroads and Railway Museums was a mouthful and really wasn't representative of the brand. I was also hearing a lot of us and them at board meetings. To say we were unified was not being truthful. A trip to Colorado changed that. That's where we met a group called Cahoots and a new brand was born - The HeritageRail Alliance. Not only was this more representative, it also focused us on our core mission - Railway Preservation. It did not matter what your passion was - streetcar, steam locomotive, passenger car, or track - it all was preservation. Unification was achieved.

The effects of the Covid pandemic will be felt for some time. The loss of revenue from organizations unable to renew their memberships coupled with little to no conference

income will challenge the Alliance for years to come. If conferences return to their pre-pandemic attendance levels, the reserve funds of the organization may be replenished in 5 to 10 years. If conference attendance stays low, the future of the organization will be challenged.

On the bright side, we've strengthened our relationship in several areas including the Federal Railroad Administration, the American Alliance of Museums, the Association of State and Local History, and the American Short Line and Regional Railroad Association. The approval of our petition to modify Title 49, Part 232.717 of the Code of Federal Regulations for our Air Brake Maintenance Guide was a milestone for our industry. This should open the door for future opportunities and it also recognizes the need for more operationally focused Recommended Practices.

We also reversed one poor decision - cancellation of the printed publication. While publication of the Journal is currently a drain on our limited financial resources, it is important to keep it going. This magazine represents our brand and can be our best tool to spread the word about Railway Preservation.

As I close this, my final column, I must be honest with all of you. It's been a great 10 years and I am glad to have been chosen as this organization's first President. But we put term limits in for a reason. Most of the original 15 directors are already gone so Scott Becker, Jim Schantz and I are the first to term out. Next year, the last of the original 15 will term out. I can't speak for Scott and Jim but I am tired. The past three years were challenging. This year was made more challenging with the Part 219 changes and the finishing of the Part 232 work. I am tired and feeling burned out. It's time for fresh ideas and new energy to sit in this chair.

Where do we go from here? A strategic plan is underway! You'll hear more about that in the next few months from my successor, Mr. Bob LaPrelle.

Thank you for the opportunity. God Bless and goodbye.



RECOMMENDED PRACTICES FOR RAILWAY MUSEUMS PART 5: COLLECTIONS STEWARDSHIP

By Stephanie Gilmore, Curator of Collections & Exhibits at the Colorado Railroad Museum

Recommended Practices says: *Railway Museums, like all museums preserving and utilizing collections, should strive to adopt and follow accepted standards in caring for these collections and assuring their long-term survival.*

The first step towards accepted standards and long-term care of collections is to develop a set of what we call “core documents” in the museum business. According to the American Alliance of Museums, these include a mission statement, an institutional Code of Ethics, a strategic plan, a disaster preparedness plan, and a collections management policy.

A comprehensive, written Collections Management Policy must address all aspects of the institution's collections, and relate care and treatment of collections back to the institution's mission.

1. *Written collecting criteria includes:*
 - a. *What the museum will collect, and why*
 - b. *How each collection will support the museum's mission*
 - c. *How each collection and its individual items will be used and cared for (e.g. research, display, operation, education, outreach, etc.)*

Part a will be partially addressed by your mission statement, which should be quoted in your collections management policy. *Parts b* and *c* will be covered in your policy through your explanation of what you collect and why you collect it. We will get into that as we discuss categories.

Collection categories help you determine what kinds of care artifacts will receive, whether or not they will be used (i.e. consumable), kept for static display only, or for operations in the event your museum runs equipment. Examples of categories from *Recommended Practices* include, but are not limited to, the following:

- a. *Vehicles of all types.*
- b. *Three-dimensional artifacts (large or small items).*
- c. *Architecture and archaeological sites such as buildings, architectural fragments, remains, and historical structures.*
- d. *Engineering works such as trackwork, ballast, right-of-way, bridges, tunnels, signal systems, overhead wire, and related items.*
- e. *Documentary collections such as manuscripts, corporate records, timetables, and paper ephemera.*
- f. *Graphics collections including photographic images, prints, and drawings; engineering documents including prints, tracings, and fine art.*

- g. *Museum archives including corporate records of the institution, including board minutes, financial records, publicity items, and collections documentation.*
- h. *Special collections of those objects rare or unique enough to warrant special recognition and care. Includes items that are extremely valuable, associated with important persons or events, or extremely fragile and/or hard to care for.*
- i. *Storage collections including artifacts or equipment that may have been acquired specifically in order to be saved from destruction. As adequate care may be especially lacking for items in this category, a basic level of caretaking should be established at the outset before such items are accepted. Separate documentation justifying each item's value and relevance to the collection may be desired before accepting additions to this category.*

Most of these categories are self-explanatory, however the last one is a little different and merits calling it out. Railroad history certainly has its fair share of “salvaged” artifacts; most notably when it comes to rolling stock. Be careful not to accept non-mission-based materials in this category. If it doesn't align with your mission, you don't need to accept it!

We've covered types of artifacts, now we need to consider how the artifacts will be used. *Artifact and equipment categories by use may also be developed to reflect the museum's operational needs and the responsibility to preserve the collections for the public and for future generations. For example, as operation of historic rail vehicles is a primary interpretive experience at many railway museums, vehicles are often categorized in terms of their intended use, such as:*

- a. *Accepted for display in the permanent collection*
- b. *Accepted for operations/use in the permanent collection*
- c. *Accepted for trade*
- d. *Kept for consumption/disposal*
- e. *On short-or long-term loan or lease*
- f. *Kept in storage and/or for study*

Categories *a* and *f* are very similar, in that these items are meant to be cared for in perpetuity by the museum, and they are not “consumable” like rolling stock used for train rides. However, there are cases where you will have equipment that is historic, part of the “permanent” collection, and yet is run for train rides (hence category *b*). Something not too common in the non-railroading museum world is category *c*, accepting items for trade. This seems to be done with rolling stock, primarily, as railway museums are in a unique position to house rolling stock on their rails

continued on page 6

which is not meant to keep but to trade for a more in-scope item. And lastly, you must consider the care of loans in your possession, which ethically should receive the same care as permanent collection items.

Part 4 of the *Collections Stewardship* chapter addresses what people on your staff are directly responsible for collections care. Do you have a Collections Manager or Curator? These are the likely people who will care for the collection. It is best to have a collections committee to ensure that the collections management policy is carried out. A committee will also be useful in the future for assisting with accession and deaccession decisions for the museum. These are decisions that, when possible, should be vetted by more than one person in order to avoid personal biases and have checks and balances. The collections manager or curator, the director, and some key people from the board and staff who directly work with the collections should serve on the committee.

Part 5. Acquisition Policies and Procedures

Part 5c. Objects considered for accessioning are to be evaluated in terms of:

1. *Their relationship to the museum's mission*
2. *Their rarity or typicality, condition, and provenance*
3. *The museum's capacity to store and ability to conserve the object*
4. *Whether the object duplicates others already in the collections*
5. *Whether there are conditions attached to the acquisition*
6. *Appraisal for insurance, donation documentation, or market value purposes*

Criterion number 1 is perhaps the most fundamental reason to accept or deny an object. If the object doesn't relate to the museum's mission, it should not be considered for your collection. Criterion number 2 is quite self-explanatory, if the item is rare, it may be worth considering, but again, if it does not relate to the mission, no matter how rare, it may not be worth accepting. Criterion number 3 is one that may be overlooked or forgotten. For everything you want to accept into your collection, you must consider whether or not you a) have adequate storage to keep it, and b) whether you have the staff and resources to care for it. If you cannot in good conscience properly care for the object, you should not take it into the collection. Criterion number 5 is perhaps one of the most important considerations to think about. Gifts should only be accepted without restrictions. While donors often hope their object will be on display for all to see, in perpetuity, if you think about that, it is not usually feasible because most museums only have about 1% to 10% of their collections on display at any given time. When in doubt, do not accept gifts with restrictions.¹

Part 5d lists the paperwork needed for every acquisition. The most important takeaway from this section is your museum should have a good paper trail for every donation. Duplicate your computer records on paper, and vice versa.

We all know computers crash, so if that happens, at least you will have your collections documentation on paper.

Just as important as acquisition documentation is deaccession documentation, which is covered in *Part 6* of this chapter. There are also some ethical considerations to think about here. Namely, when you deaccession, or remove an object from your collection, you must go through a hierarchy of means to dispose of it. First, you can consider deaccessioning the item to your own education collection, if you have one. This way, the item stays at your institution, however it will be "consumed" if it is part of education (i.e. visitors can touch it, school programs use it, etc.). Second, you can offer it as a gift or in trade to another museum or historical institution. This way, even though it leaves your institution, the item stays "within the public trust" and will be utilized at another place of learning. If you end up selling your deaccessions, which should be your last resort after offering to other museums, the money earned from that sale should only be used for acquisition of new artifacts or care of existing collections or archives at your institution.

Part 7, while short, is certainly important to consider. You should not let just anyone into your collections spaces at any given time. Instead, ensure that they respect the collections spaces and know, in advance, what the rules are for accessing collections (i.e. pencils instead of pens are used, no food or drink allowed, etc.).

Part 8 covers Loans. A contract stating conditions of the loan should be written and signed by both the lender and borrower. Such a contract may include but is not limited to: agreed upon light levels of gallery spaces, security measures such as cameras or guards, insurance coverage, and temperature and humidity of spaces where the objects will be displayed.

5.2 Conservation Practices

...Preservation and conservation practices are codified in a written document that provides guidelines for making responsible preservation, conservation, and restoration decisions for each of the museum's collections.

Condition reports should be conducted every time an object arrives at or leaves your museum, before any conservation or restoration efforts commence, and before and after an item is exhibited. When it comes to conservation or restoration of an artifact, you need to document the before treatment condition of an artifact, you should document the artifact during stages of work done to restore or conserve it, and then of course after you have conducted any treatment.

Railway museums are in a unique position because we sometimes use rolling stock for operations, whether that means running a steam locomotive by itself for demonstration, or allowing visitors to ride the train behind said locomotive. Therefore, *Railway museums must pay particular attention to objects that may be designated for*

operation. While safe, reliable performance must remain a primary concern, documentation and preservation of original materials, parts, or configuration should be undertaken and samples retained, in keeping with standard museum practice.

5.3 Spare Parts

Last, but not least, a section on spare parts for rolling stock should be included in your collections management policy. Again, this is a situation unique to museums that offer historic vehicle operations. Spare parts are never to be considered artifacts or part of the permanent collection, unless they are “the last one in existence.” In that case, the last one can be replicated so that the original remains in the collection as a sort of type specimen for future research and knowledge.

The opening statement of this *Recommended Practices* chapter mentions “long-term survival” of artifacts, which

is one of the main functions of a collections management policy. Having a collections management policy also allows a museum the right to refuse out-of-scope donation offers, or a justification for why an item will be accessioned into or deaccessioned from the collection. The collections management policy is a living document that your museum is meant to use and update over time, as opposed to something written that sits on a shelf, never to be consulted. In conclusion, by following the suggestions in *Recommended Practices*, you can make your collections policy work for you so that you can lean on it anytime you are faced with decisions regarding your collection.

¹ This is referring to archival or object gifts for collections, as opposed to monetary gifts. It is perfectly acceptable for museums to accept restricted funds designated for a specific project, but restricting how an item is displayed, used, etc. can be very difficult to sustain over time.

RAIL BIKES TODAY

By Aaron Isaacs, HRA editor

At the 2017 HeritageRail Alliance fall conference there was a rail bike demonstration. The idea was pretty new at the time and there were only a handful of operations. Covid delayed the rail bike trend, but now it's spreading. This seemed like a good time to check in on the next big thing in tourist railroading. It's a business with a relatively low price of entry compared to setting up an entire new tourist railroad. It also taps into a new market, so expect it to show up everywhere in the next few years.

There are currently 20 operators running bikes on 29 railroads. Some railroads offer separate rides on more than one part of their line, so there are 47 different trips to be made. For example, the Joseph Branch in Oregon offers five different trips.

Plenty of innovation is happening as entrepreneurs explore the market. A few tourist railroads are running their own bike operations. Most have hired specialized bike operators as contractors. Some of those contractors are branching out to multiple sites and even buying their own railroads. Idle railbanked lines are being leased.

Although they can be deployed as a supplemental profit center on existing tourist railroads, many rail bike operations are the only thing running on their railroads. Rail bike operators have been seeking out intact but inactive lines. Because of their light weight, bikes have almost no impact on the track structure and can use FRA excepted track that would be closed to regular passenger equipment. Oregon Coast Railriders uses the dormant outer end of the Port of Coos Bay Railroad extending beyond Coos Bay to Coquille. Revolution Rails' Cape May operation uses 2 miles isolated by the out-of-service Cape May swing bridge. Rail

Explorers runs on 4 miles of the former Ulster & Delaware that is isolated. The Valley Railroad runs bikes on its seldom used track from Essex, Connecticut to Old Saybrook. Rail bikes are expected to run on the railbanked Buffalo Creek & Gauley once the line is cleared of mudslides. The Stewartstown Railroad uses rail bikes to extend its reach. Until the long dormant majority of its railroad is repaired, full sized trains are limited to the eastern two miles. Bikes now run on 8 miles.

Less common is sharing active rails with other trains. I spoke to Dr. Christopher MacMahon, Museum Director for the Nevada State Railroad Museum's Nevada Southern out of Boulder. It operates trains and rail bikes under the FRA policy for the protection of track workers. From Boulder, the rail bikes travel 3.5 miles and encounter a yellow-red flag zone that extends another .75 mile to a red flag, which they pass. The bikes are GPS-equipped. The train, also GPS-equipped, doesn't leave Boulder until the bikes have passed the red flag. Some bike riders return by the train, which passes the red flag and stops about 200 feet short of the bikes. The train returns, followed by the bikes after the train clears the line.

HRA Board Member Stathi Pappas is also General Manager of California Western, which has operated rail bikes for the last couple of years. On the west end of the line, bikes and trains mix, separated by Form 5 track warrants. The middle 13 miles of line doesn't see regular tourist trains, so it's bikes only. The line's grade crossings are protected by lights and gates which the bikes trigger by radio. On most railroads, hand flagging is required.

continued on page 8

Given that the guests provide the horsepower, most rides are designed not to be too strenuous. The most common round trip length is 6 miles in about 2 hours. That includes some down time at the turnaround point. The average trip across all the sites is 9.1 miles and there are several of 20 or more miles. You'd think the market would thin out quickly at that distance. It would, but most operators are adding electric motors that assist the pedal power and that appears to be the new standard. Higher speed allows them to either lengthen the trip or shorten the time between trips. It broadens the market to include children (meaning entire families) and older people. It also helps bikes deal with hilly railroads.

Now locally owned after Iowa Pacific went bankrupt, the Mound Hood Railroad runs rail bikes as well as passenger and freight trains, according to General Manager Ron Kaufman. It buys commercially available rail bikes and modifies them, adding electric motor assist. The assist is needed to handle the line's 3 percent grade. All the bike runs are led and trailed by motor cars. Also unusual is that the bikes traverse a switchback. This requires turning the bikes twice, and a turntable is located at each end of the switchback.

The most common operating plan is to send out convoys of bikes together at scheduled times. About 10-15 bikes seems to be the norm, although Soarin' Eagle on the Stourbridge Line sends out 17 at once. The convoy is led by one guide and often trailed by a second. There's a predetermined destination. Upon reaching it, the bikes have to be turned around. This requires a turntable of some sort. On Cal Western, the turntables are easily removable so they don't foul train operations. To get around the need to turn, the Colebrookdale Railroad has designed a bike with reversible seats. Expect more innovation of this sort.

Besides increasing a railroad's utilization, rail bikes tap new market segments, such as young adults, athletic types looking for a different experience, and eco-tourists wanting to access nature. The biggest bike operators are branching out to multiple locations. Rail Explorers runs on the Cooperstown & Charlotte Valley, the Nevada Southern, Catskill Mountain and Newport & Narragansett Bay. Revolution Rail runs on the former Saratoga & North Creek, Cape May Seashore Lines, the former Rio Grande line to Creede, Colorado and the SMS railroad at Woodstown, New Jersey. RailRiders runs on the former Simpson Railroad out of Shelton, Washington, the Joseph branch in Idaho and the Coos Bay line in Oregon.

Each operator appears to have its own proprietary bike design, sometimes self-manufactured and sometimes built under contract. Operators say that rail bikes take a beating and must be robustly constructed. Bike operator Revolution Rail's 2-seater tandem weighs 175 pounds, a 4-seater quad 225 pounds. Colebrookdale President Nathaniel Guest told me that off-the-shelf rail bikes are only good for light

pleasure riding by hobbyists. His railroad bought some, beefed up the seats and chain drives and they still require constant repairs. The solution—replace them with a new generation custom designed to handle the wear.

Almost all the bikes are recumbent, meaning the pedalers sit low and the pedals are in front of them. The exception is Quebec's Velorails, which uses side-by-side conventional bicycles connected by a flanged wheeled frame. Some operators choose only tandems or quads, but most offer both. One that runs only quads offers a discount for strangers to share a ride. California Western designs and builds tandems only for itself and the other Sierra Northern-owned railroads, 160 so far and 60 more coming. They've refined the design, and are now producing version 4, all with five levels of electric assist.

Not all trips require pedaling both ways. Rail Explorers' Rhode Island North Ramble is one-way with a bus shuttle return. Western Maryland Scenic Railroad, which is 15 miles of 2-3 percent grade westbound, offers a pair of downhill bike trips that return on the train. One adds a kayak segment in the middle. Revolution Rail's South Fork operation in Colorado offers a 5-mile bike ride with a rafting return on the Rio Grande.

The economics of rail biking are pretty good. A typical trip of 6 tandems and 6 quads has a capacity of 36. Assuming a 6-mile, 2-hour round trip and three round trips per day, that's a potential of 108 riders per day. Let's assume it requires two employees at \$15.00/hour working an 8-hour day. That's \$240 in labor costs, plus whatever it costs to lease the railroad. Now for the revenue. Rail bikes currently command about twice the ticket price of a coach train ride. A typical 6-mile, 2-hour round trip ticket sells for about \$40 per person, compared to \$20 for a comparable train ticket. At that price a rail bike sellout day brings in \$4320. California Western is a price outlier, at \$125 per person, yet Pappas says demand has been robust. Bikes are now providing about 30 percent of the railroad's ridership.

Compare that to a paid crew running a conventional 2-hour, 3-car diesel train. There would probably be a 4-person crew (engineer, conductor and two car attendants), for a daily labor cost of \$480. Add to that the cost of diesel fuel and maintenance. The unknown variable is ridership. It's limited for rail bikes, while conventional trains can keep adding coaches. Clearly, however, conventional trains have a higher cost structure and command a lower average fare. They can only beat rail bikes by attracting 2-3 times more passengers or lowering their cost with volunteer crews. Also, conventional trains can run in the rain and during cold weather. In states with winter weather, you're unlikely to see a Santa Claus bike trip.

Because rail bikes are so new, and rail bike operators are running on so many miles of mothballed track of FRA excepted status, Pappas cautions that this may backfire.

Derailments happen, he says, and the expectation of zero track maintenance cost is unrealistic. Don't be surprised, he says, if there are injury accidents that lead to more regulation and increased costs.

Because there are over 200 places in North America that run trains, and only rail bikes on 29 of them, the untapped market potential is huge. Bikes offer a new revenue stream, with the potential to attract people who won't ride a conventional train. Look for more and more of them.

Rail bike pricing											
			Ride	Ride	Cost	Per person	Per hour	Cost	Per person	Per hour	
Operator	Host railroad	Location	hours	miles	tandem	tandem	tandem	quad	quad	quad	
Adirondack Scenic	Adirondack Scenic	Thendara, NY	2	6	\$85	\$43	\$42.50	\$147	\$36.75	\$73.50	
Adirondack Scenic	Adirondack Scenic	Thendara, NY	2	7	\$85	\$43	\$42.50	\$147	\$36.75	\$73.50	
Adirondack Scenic	Adirondack Scenic	Tupper Lake, NY	2	7	\$90	\$45	\$45.00	\$147	\$36.75	\$73.50	
American Rail Bike Adventures	Stewartstown RR	Stewartstown, PA	2	6				\$130	\$32.50	\$65.00	
American Rail Bike Adventures	Stewartstown RR	Stewartstown, PA	5	16				\$299	\$74.75	\$59.80	
Belfast & Moosehead Lake	Belfast & Moosehead Lake	Thorndike, ME	1		\$40	\$20	\$40.00				
Buffalo Creek Rail Rides	Buffalo Creek & Gauley	Clay, WV									Starts Fall 2022
Colebrookdale RR	Colebrookdale RR	Boyertown, PA	1	4				\$155	\$38.75	\$155.00	
Colorado Railbike Adventures	Denver RTD (ex-UP)	Erie, CO		4							Not open yet
Colorado Railbike Adventures	Denver RTD (ex-UP)	Erie, CO		4.2							Not open yet
Valley RR	Valley RR	Essex, CT	2	8	\$85	\$43	\$42.50	\$150	\$37.50	\$75.00	
Finger Lakes Railriders	Finger Lakes RR	Penn Yan, NY	2	5	\$85	\$43	\$42.50				
Freedom Rail	Virginia & Truckee	Carson City, NV	1.5		\$90	\$45	\$60.00	\$180	\$45.00	\$120.00	Electric bike
Freedom Rail	Blue Ridge Scenic	Blue Ridge, GA	1.5	5.5				\$222	\$55.50	\$148.00	
Hobo/Winnebepesaukee Scenic RR	Hobo/Winnebepesaukee Scenic RR	Laconia, NH	1.5	5				\$150	\$37.50	\$100.00	
Scenic Railriders	Hobo/Winnebepesaukee Scenic RR	Concord, NH	1.75	6.4	\$86	\$43	\$49.14	\$148	\$37.00	\$84.57	
Mount Hood RR	Mount Hood RR	Hood River, OR	2.4	11	\$199	\$100	\$82.92	\$150	\$37.50	\$62.50	Electric bike
Rail Explorers	Cooperstown & Charlotte Valley	Milford, NY	2.5	12	\$95	\$48	\$38.00	\$175	\$43.75	\$70.00	Electric bike
Rail Explorers	Cooperstown & Charlotte Valley	Milford, NY	2	8	\$95	\$48	\$47.50	\$160	\$40.00	\$80.00	Electric bike
Rail Explorers	Nevada Southern	Boulder, UT	1.5	8	\$90	\$45	\$60.00	\$160	\$40.00	\$106.67	Electric bike
Rail Explorers	Boone & Scenic Valley	Boone, IA		12.5	\$90	\$45		\$160	\$40.00		Electric bike

continued on page 10

Rail bike pricing											
			Ride	Ride	Cost	Per person	Per hour	Cost	Per person	Per hour	
Operator	Host railroad	Location	hours	miles	tandem	tandem	tandem	quad	quad	quad	
Rail Explorers	Newport & Narragansett Bay	Portsmouth, RI	1.5	6	\$90	\$45	\$60.00	\$160	\$40.00	\$106.67	
Rail Explorers	Newport & Narragansett Bay	Portsmouth, RI	1.5	6	\$90	\$45	\$60.00	\$160	\$40.00	\$106.67	Bus return
Rail Explorers	Ulster County	Phoenicia, NY	2.5	8	\$105	\$53	\$42.00	\$195	\$48.75	\$78.00	Electric bike
Joseph Branch RailRiders	Wallowa Union Rail Authority	Joseph, OR	1	6	\$55	\$28	\$55.00	\$110	\$27.50	\$110.00	Electric bike
Joseph Branch RailRiders	Wallowa Union Rail Authority	Joseph, OR	2	12	\$90	\$45	\$45.00	\$180	\$45.00	\$90.00	Electric bike
Joseph Branch RailRiders	Wallowa Union Rail Authority	Joseph, OR	1.5	6	\$100	\$50	\$66.67	200	\$50.00	\$133.33	
Joseph Branch RailRiders	Wallowa Union Rail Authority	Minam, OR	4	20	\$80	\$40	\$20.00				
Joseph Branch RailRiders	Wallowa Union Rail Authority	Minam, OR	4	20	\$70	\$35	\$17.50				
Vance Creek RailRiders	Simpson RR	Shelton, WA	2	13				\$128	\$32.00	\$64.00	Electric bike
Oregon Coast RailRiders	Port of Coos Bay RR	Coquille, OR	2	10	\$76	\$38	\$38.00				
Revolution Rail	Revolution Rail	North Creek, NY	2	7	\$90	\$45	\$45.00	\$160	\$40.00	\$80.00	
Revolution Rail	Revolution Rail	North Creek, NY	2	7.5	\$90	\$45	\$45.00	\$160	\$40.00	\$80.00	
Revolution Rail	Revolution Rail	Stony Creek, NY	2	8	\$90	\$45	\$45.00	\$160	\$40.00	\$80.00	
Revolution Rail	Revolution Rail	Hadley, NY	2	6	\$90	\$45	\$45.00	\$160	\$40.00	\$80.00	
Revolution Rail		South Fork, CO	2	6	\$80	\$40	\$40.00	\$140	\$35.00	\$70.00	
Revolution Rail	Cape May Seashore Lines	Cape May, NJ	1.5	4	\$80	\$40	\$53.33	\$140	\$35.00	\$93.33	
Revolution Rail	SMS Rail	Woodstown, NJ	2	6	\$80	\$40	\$40.00	\$140	\$35.00	\$70.00	
California Western	Sierra Northern	Fort Bragg, CA	1.75	7	\$250	\$125	\$142.86				
California Western	Sierra Northern	Fort Bragg, CA	4	25	\$495	\$248	\$123.75				Electric bike
Sierra Northern	Sierra Northern	West Sacramento	1	10	\$120	\$60	\$120.00				Electric bike
Soarin' Eagles	Stourbridge Line	Hawley, PA	2	6	\$85	\$43	\$42.50	\$150	\$37.50	\$75.00	
Velorails		St. Gerard, Quebec	1.5	6	\$50	\$25	\$33.33				
Velorails		St. Gerard, Quebec	2.5	11	\$65	\$33	\$26.00				
Tracks and Yaks	Western Maryland Scenic	Frostburg, MD	7	15	\$149	\$75	\$21.29	\$249	\$62.25	\$35.57	Kayak, train return
Tracks and Yaks	Western Maryland Scenic	Frostburg, MD	3.5	15	\$139	\$70	\$39.71	\$219	\$54.75	\$62.57	Train return
Tracks and Yaks	Western Maryland Scenic	Frostburg, MD	2	10	\$99	\$50	\$49.50	\$159	\$39.75	\$79.50	

ON THE ROAD AGAIN

By Aaron Isaacs, HRA editor

Until Covid hit, I ventured out every year to visit tourist railroads and museums, then wrote little travelogues for the magazine. The accomplishments of railway preservationists were always a pleasant surprise. Seeing a place up close and talking to the people reveals a lot more than reading the brochure or visiting the web site. It was time to get on the road again. This time four of us from the Minnesota Streetcar Museum set off for a big loop through Iowa, Kansas and Nebraska.

Manly Railroad Museum

This small museum had been an enigma. It never seemed to be open, had no website and its Facebook page was seldom updated. However, it has purchased the two Rock Island E-units, including iconic E-6 #630 (EMD 1941) and repainted them. It appeared to be connected to the Iowa Northern Railroad, which runs the former Rock from Manly, Iowa to Cedar Rapids. Unable to make contact, I finally called the railroad. “You need to talk to Brad”, said the lady on the other end.

Brad turned out to be Brad Sabin, a member of the family that owns Iowa Northern. I’m pretty sure he was in a locomotive cab when I reached him. Could we arrange a visit to the museum? Sure, he said, and we agreed on a date and time.

Manly (population 1250) was a Rock Island division point. The roundhouse and turntable still stand, though derelict. The yard is active as the interchange with Union Pacific’s Spine Line. The two E-units, which are spotless, are parked in the yard along with a string of other rolling stock. Next to the roundhouse is a heavyweight observation car. It looks rough, but Brad assured us it was a future restoration project.



E6 #630 and E8 #652 are parked back to back in the Manly yard.

The storefront museum downtown is set up as a walk-through gallery of historic photos of northern Iowa railroading, along with a number of artifacts. Besides

the Rock Island, the Manly-Mason City area saw trains of the Minneapolis & St. Louis, Chicago Great Western, Milwaukee Road, Illinois Central and Mason City & Clear Lake/Iowa Traction. The oversize photo displays are large and high quality.

Boone & Scenic Valley

The Boone & Scenic Valley is Iowa’s full-service railway museum. Owned by the Iowa Railroad Historical Society and managed by Travis Stevenson and previously his late father Fenner, it does a number of things well. It preserves the most scenic 11 miles of the former Fort Dodge, Des Moines & Southern interurban. After the wires came down in 1956, it ran diesel freight, was purchased by the Chicago & North Western, and was abandoned piece by piece.

Based at the railroad’s original shop site on the west side of Boone, excursions and dinner trains run seven miles to Fraser. The first few are straight through the corn fields to the Des Moines River valley. The line turns right and immediately crosses the 156-foot high trestle over Bass Point Creek. It was the highest interurban bridge in North America. Descending to the river, it crosses on another large bridge, then follows the river to Fraser, a former coal mine area. Most trains stop there, although the museum owns the track another three miles to Wolf.

From the museum’s depot at the shops to downtown Boone, the museum has re-strung overhead wires and operates former Charles City Western interurban #50 (McGuire-Cummings 1915). Nicely restored, #50 was a lucky survivor. Purchased by Iowa Terminal (the former Mason City & Clear Lake) in 1963, the CCW continued to run under wire until 1968. Car 50 then moved to Mason City, finally being acquired by the Boone & Scenic Valley in 1980.



Charles City Western interurban 50 rolls through the back yards of Boone on original Fort Dodge Line rails.

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The trip to downtown Boone is a slow one, due to 13 crossings of streets and gravel alleys, but it's a real time machine. The line travels between the back yards of big old frame houses. The right of way hasn't been prettified with landscaping or walking paths. There is no grade crossing protection. Remove the automobiles and it could be 1930. At the site of the original Boone depot at Marshall Street, the museum has imported the actual interurban depot from Napier, Iowa. Travel another block and the wire terminates next to the original brick Fort Dodge Line freight house, now owned by the museum.

Beyond the end of the wire, the museum owns another two miles of track to the UP interchange, acquired in 2001. On this it runs carload freight for shippers. Business has grown, reaching 700 cars in 2021.

Some years ago local railroadiana collector James H. Andrew gifted his large collection to the museum and underwrote the construction of a 9000-square foot static display museum. It is well laid out and does a very good job of telling the story of railroads, including the local ones.



Inside the Boone & Scenic Valley's museum building.

Our next stop was Omaha-Council Bluffs, where we witnessed the contrast between wealth and poverty—namely those museums that benefitted from the largesse

of Union Pacific and one that didn't. Our first stop was the Union Pacific Museum in Council Bluffs. It houses the UP's corporate history collection. Curator Patricia LaBounty describes its history in the boxed item.

Union Pacific Museum

This is one of the best static display railroad museums in North America. It starts with artifacts I never expected to see—furniture and fixtures from the Abraham Lincoln funeral car, which UP owned after the Civil War. Other exhibits range from simple (replicas of the Golden Spikes) to state of the art and new ones are installed periodically. There are video walls and large interactive touch screens. One that appears in three locations is a digitized portrait of an actor portraying UP Chief Engineer Gen. Grenville Dodge telling about building the transcontinental railroad in his own words. There are a couple of three-dimensional cutaway displays of passenger trains that date from the 1940s and are great artifacts in their own right. It says something about UP that they were preserved, along with plenty of material on the now-gone passenger train services. One whole floor is mostly dedicated to explaining how today's railroad works. There's a library that contains half a million photos and other images.

The three-story Carnegie Library building required much renovation before the museum could move in. The utilities and HVAC were upgraded and the layout of some areas were modified.

The curator is a Union Pacific employee. The non-profit Union Pacific Museum Association provides two (soon to be three) full time staff positions. There are 20-30 volunteers who serve as docents and cashiers. The City of Council Bluffs maintains the building. Visitation is around 30,000 per year.

The museum also has a travelling exhibit program designed for small towns and institutions, schools, courthouses, senior centers and libraries. Each exhibit is a colorful and beautifully rendered slice of railroad history. The exhibits are stand-alone collapsible informational panels with 10-foot curved walls.

A BRIEF HISTORY OF THE UNION PACIFIC MUSEUM

By Curator Patricia LaBounty

In 1921 Union Pacific discovered a silver tea service belonging to Abraham Lincoln's private rail car. Recognizing its historical value, as well as the historical importance of the railroad's accomplishments just 52 years before in 1869, then Union Pacific president Carl Grey issued a call for employees and others to

donate materials that helped to tell the story of the construction of the nation's first transcontinental railroad. It was this recognition, and these pleas for donations, that created the Union Pacific collection and later, the Union Pacific Museum.

Initially the new museum was in a large room adjacent to the president Grey's office. This rudimentary museum and small collection was then expanded and transferred to a much larger space on the ground floor of Union Pacific's Omaha headquarters at 1416 Dodge Street, across the street from current UP headquarters. In 1939, UP president William Jeffers expanded the museum and hired the museum's first full time director, Ruth Cultra Hamilton.



The former Council Bluffs Carnegie Library has housed the Union Pacific's history collection since 2003.

Visited by hundreds of area school children and people travelling through the area by train, the Union Pacific Museum served the public but also became a repository of railroad memory and an important window into the history of the American West. By 1974, now one of the oldest corporate museums in the country, it had welcomed its 1 millionth visitor. The museum again expanded and updated in the late 1980s, transforming again from the cabinet of curiosities that existed in 1921 to a modern interpretive museum.

By the late 1990s changing railroad business and several mergers found the old headquarters building lacking in space for railroad operations and Union Pacific built and opened a new headquarters building across the street. This new building quickly filled and the historical collection began a three year odyssey to find a permanent new home. At this time Council Bluffs had built a new public library building leaving the historic Carnegie Building vacant and in much need of repair. Union Pacific, the City of Council Bluffs and a group of concerned citizens came together to create the new Union Pacific Museum we know today. It opened on May 10, 2003. It is operated as a partnership between the City who owned the historic building, Union Pacific which owns the collection, and the nonprofit Union Pacific Museum Association.



Durham Museum

The Durham Museum is a general history and science museum occupying the 1937 Omaha Union Station, a white art deco gem. Scattered around the completely intact waiting room are statues of passengers, servicemen in transit, a ticket agent and gate attendant. Draw close and motion detectors trigger conversations among them.



The depot's art deco waiting room, with interpretive statues representing passengers and employees.

Descend to track level and under an umbrella shed is a string of UP equipment. There's a heavyweight observation-lounge-sleeper, a lightweight diner and a lightweight sleeper, all in beautiful condition and staffed with docents. Ahead of them is UP 4-6-0 #1243 (Cooke 1890) and a steel cupola caboose. Off to one side is the body of Omaha streetcar #1014 (home built 1917).



At track level three UP passenger cars are open for viewing under the original umbrella shed. At left is Omaha streetcar #1014.

Rails West Museum

A mile and millions of dollars away from the Union Pacific Museum is the Rails West Museum. Operated by the Historical Society of Pottawattamie County, it occupies the handsome brick, tile-roofed 1899 Rock Island Council Bluffs depot.

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The Rails West Museum occupies the 1899 Rock Island Council Bluffs depot.

It's on the National Register of Historic Places. Inside are typical depot museum displays, including the station agent's office with appropriate furnishings. Out back and fenced in are two tracks of rolling stock on static display. There are some notable pieces, UP 4-8-4 #814 (Alco 1937), Burlington 10-wheeler #915 (Burlington Havelock Shops 1903), a UP RPO and Burlington heavyweight solarium-lounge Omaha Club. Unfortunately, all are badly weathered and it's unclear when or if the museum can afford to address the deferred maintenance.



The rolling stock display at the Atchison Railroad Museum. At right is a miniature train.



The rolling stock display includes CB&Q 4-6-0 #915 at left.

Atchison Railroad Museum

We stopped briefly at this static display museum, whose two tracks contain about 20 pieces, including Santa Fe 2-8-0 #2542 (Alco Pittsburgh 1911) built for the Kansas City, Mexico & Orient. Running alongside is a 12-inch gauge miniature train loop. The museum is located next to the restored 1880 stone Santa Fe depot, now housing the local Chamber of Commerce.



Next to the museum is the 1880 Santa Fe depot.

Central Branch Railroad

If there was a high point of the trip, this was it. Although I only learned about the Central Branch three years ago, it has been around since 2001. The UP was abandoning the former Missouri Pacific branch through Waterville, Kansas. It was part of the 200-mile Atchison-Downs line

that had passenger service until 1960. A group of residents approached UP to buy the 12 miles within Marshall County, initially hoping to preserve the freight service. In an example of UP not being generous, they were given one week to raise \$45,000, which they did. The rest of the line was torn up, eliminating the freight option.

Now the owners of an isolated railroad, the Marshall County Railroad Historical Society started hauling passengers in the most minimal way possible, in a home-made 16-passenger trailer behind a gang car. They've been doing it ever since, running different trips every second Saturday out of Waterville and Blue Rapids, five miles to the east. Annual pre-Covid ridership was about 700.



The Central Branch passenger train in downtown Waterville.

The line winds through farm fields and forests, with grades ranging up to 2 percent. Beyond Blue Rapids and close to the east end of track is the scenic highlight, the 540-foot, 85-foot high bridge over the Big Blue River.



Crew members flag a crossing in Blue Rapids, where a restored Missouri Pacific caboose is displayed.

The same group has saved the handsome Weaver Hotel, a 1905 brick building located across from the tracks. They've restored it, expanding the tiny guest rooms to create 10 larger accommodations. These they rent at bargain basement prices (we urged them to raise their rates). Dinners are periodically served in the gracious first floor dining room, where they served us fried chicken and mashed potatoes with gravy, with blackberry cobbler ala mode for dessert. Everything is done with volunteer labor.

But wait, there's more. Across the street are the depot and opera house, both preserved and operated by this same group. All this in a town of 658. Amazing.



The preserved Waterville depot features vintage graffiti on the inside of the freight room door. We also saw this inside the Abilene Rock Island depot.

Abilene & Smoky Valley

We picked a 100-degree day to ride behind the Abilene & Smoky Valley's big Santa Fe 4-6-2 #3415 (Baldwin 1919) before it's sidelined this Fall for its 1472-hour teardown. Abilene has only 6500 people, yet has three fully intact depots. The lines parallel each other through town, first the UP, then Santa Fe and finally the former Rock Island, home of the A&SV. Its 1887 depot abuts an historic village of imported vintage buildings and replicas.

#3415 was rescued from a city park in 2001 and restored eight years later for the surprisingly low sum of \$280,000. That was only possible because of the donated labor of local machine shop owner Joe Minnich and his employees. We found him in the depot and he told us the story with relish. Minnich's employees also structurally reinforced the largest bridge on the line.

Steam trains follow the former Rock Island line five miles straight east to Enterprise. It's mostly through the farm fields until the aforementioned bridge over the Smoky Hill River. Behind the locomotive is a low-clearance, arched-roof Army ammunition car. Inside it a generator powers the a/c in the next car, a former Chicago & North Western 400 coach converted to a table car. The most interesting piece in the consist is a 1902 Katy wood open platform coach, also now a table car. It was rehabbed last year. An open car and caboose round out the consist. When steam doesn't run, power is supplied by an Alco S1 from the Hutchinson & Northern.

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With Abilene in the distance, the excursion rolls slowly through the fields on a 100 degree day.

Not surprisingly, the Rock didn't leave the railroad in very good shape and the trains max out at 10 mph with periodic slow orders. And that's after the railroad did a \$380,000 tie replacement program this year. The ride ends in Enterprise (pop. 708). During the layover, the passengers visit the adjacent Hoffman Grist Mill. It's a real operating mill, recreated in a new building in 2016. It turns out wheat flour and ground corn.



During the layover in Enterprise, passengers gather around the locomotive and visit the reborn Hoffman Grist Mill at left.

The A&SV owns an additional 12 miles of railroad beyond Enterprise to Woodbine. The track isn't in shape for regular trains, but in past years they've operated a hi-rail school bus on the line. That service is currently suspended.



The Abilene & Smoky Valley's hi-rail school bus, currently not in service.

North Platte

North Platte is definitely a railroad town. Although devoted to the appreciation of modern railroading, Union Pacific's Golden Spike Tower overlooking the sprawling North Platte

yard has history elements. Parked out front is a modernized heavyweight diner. Inside are a number of history displays, including one on the World War II North Platte Canteen that fed the passing troop trains.



The Golden Spike Tower offers 360 degree views of the huge North Platte Yard.

In Cody Park on the northeast side of town, UP has donated for display 4-6-6-4 #3977 (Alco 1943), DD40AX #6922, (EMD 1969), a baggage car, caboose and the depot from Hershey, Nebraska. A park docent is on duty. Yet a third railroad display, UP 2-8-0 #480 (Baldwin 1903), can be found in Memorial Park.



Challenger #3977 on display on Cody Park.

Trails and Rails Museum



Union Pacific 2-8-0 #481 in front of the UP depot from Shelton, NE.

Since we visited last, this historic village museum has added a large indoor display building. The attraction for us was parked outside next to the Shelton, Nebraska depot. UP 2-8-0 #481 (Baldwin 1903) lasted in service until 1958,

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powering the Kearny-Stapleton mixed train. Although currently looking a little ragged, the docent told us it's getting a paint job in the next year. An unexpected display next to the locomotive is two lengths of very light streetcar rail dug up during a repaving job. Kearny's horsecars ran from 1886 to 1890. They were replaced by electric trolleys that only lasted until 1897.

Neligh Historic Mill

Built in 1873, this is the last flour mill in Nebraska with its machinery completely intact. A Chicago & North Western outside braced wood boxcar sits on a short section of track, a nice historic touch.



The Neligh mill with appropriate C&NW boxcar.

Sioux City Railroad Museum

The 31-acre Milwaukee Road shop complex was originally constructed in 1918. It was abandoned in 1981 when the Milwaukee went bankrupt. When the Siouxland Railroad Historical Association bought it in 1995, it was badly deteriorated. Since then the 5-stall roundhouse and turntable have been restored.



The Milwaukee Road Sioux City roundhouse.



Recently acquired 2-6-2 #108 and GN 4-6-2 #1355 inside the roundhouse.

Inside is cosmetically restored Great Northern 4-6-2 #1355 (Baldwin 1909). A new addition this year is 2-6-2 #108, a well-traveled engine that ran on multiple tourist lines and most recently was privately owned. It's due for a new paint job in the coming year. The Car Shop has been rehabbed and is used as an event space. The restored Machine Shop is being filled with mechanical displays. Outside its front door is a newly installed car mover from a nearby Cargill facility. Inside is a large Corliss stationary engine from the Sioux City stockyards.



The recently installed Corliss engine inside the restored Machine Shop building.

The sand house is the most recent restoration. It now houses a theater. A new building has been erected to house a large model railroad. Currently underway is a bike trail connection to downtown Sioux City. There is a new parking lot. By the time you read this, the site's internal walkways, currently all dirt and gravel, will be paved and ADA compliant.

PATCHING A BUDD CORRUGATED ROOF

By Josh Miller, North Shore Scenic Railroad

The former Santa Fe SkyView super dome (Budd 1956) was our primary focus this winter. The SkyView had a lot done: all new upholstery, mattress padding, electrical fixes, new air hose valves, air-test gauge added, new sink faucets, new lighting fixtures, LED lighting conversion, stairway lights, marker lights, headlights, ceiling paint, window trim, structural repairs in the flooring, exterior

polish, new carpeting, new speakers, blinds, roofing repairs, wheels/trucks painted chrome, new cabinetry, fixed plumbing, new bathroom flooring, refrigeration fixes, generator overhaul, removed old battery systems, new blower fans, air intake filtration, re-keyed access hatches, faucets, kitchen enhancements... All in the course of a few short weeks, which finished off with an acid bath to get it shined up for National Train Day!



Skyview inside the Lake Superior Railroad Museum's shop.

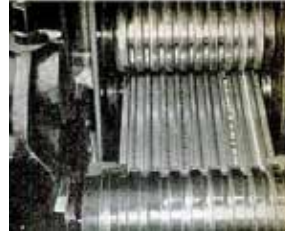
Similar to buying an old house, train cars deal with prior owners' poor choices. In our case, the prior owners made the not-so-wise choice to cut holes in the rooftop to install exterior air conditioning units. Never cut holes in your roof.

Somewhere along the way, the blower fans and HVAC system were restored to the internal system, and the external a/c rooftop units were removed. A botched patch job on the roof led to years of tiny leaks. Our expert shop crew determined the best way to patch this hole was to grind away at the patches, and find the exact roofing material to create a layer that restored the water-channels which allow for water to "flow" off the ends of the train car, rather than down the sides.

An extensive search began for the patented Budd Car Company rooftop steel. We now know it is called "Standard Section RC110k." We checked with local steel companies and no one could quite duplicate the design because the corrugation is so tight, square, and close together. So we started making calls to nearly every car shop, railroad, maintenance facility, and scrap yard in the country. We found several people who had some of it on hand... But nobody wanted to share.

After several weeks of nail-biting, one day John George in the shop was looking around online and came across a 1947

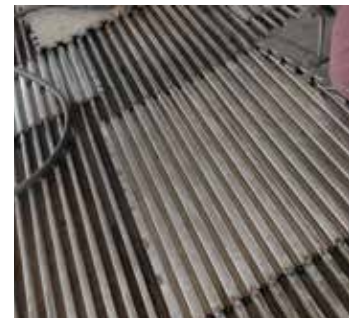
copy of Popular Mechanics which featured an article about the Budd company's passenger car factory, and their special techniques of "shot welding" stainless steel. In that article was featured a photo of the exact same machine that made the specific corrugated roofing we were looking for.



The Budd roller die forming a roof panel.

Because this was a unique story, I turned to Facebook and posted online how we were looking for this specific roofing, and how neat it was to find a picture of the exact machine we needed to fabricate the roofing. Maybe it was on display in the lobby of some gentrified warehouse-condos somewhere?

A lucky comment from a retired FRA inspector referred us to the Delaware Car Company in Wilmington, DE. It is a small car shop a few blocks from the Amtrak station. They were one of the last companies to carry the remaining stock of spare parts from the Budd Company when it closed in 1987! They had the specific roofing we needed on hand. We ordered it, shipped it immediately, and a few days later, it was welded to the roof of the SkyView by our hard working shop crew.



The roof holes that needed patching, and the welded patches in place.

RESTORING A RUNNER

By Aaron Isaacs, HRA editor

Back in the 1950s, 60s and 70s, museums acquired rolling stock that was worn but serviceable. It was usually put into operation with only a minor cosmetic cleanup and often ran for years that way. Nothing lasts forever, and sooner or later some level of restoration is needed. These often don't get as much publicity as a restoration that reanimates a piece that was long dead, but the job can be just as big. A good recent example is Chicago Transit Authority L car #4451 (Cincinnati 1925) at the Fox River Trolley Museum. Acquired in 1975, and despite a leaky roof, it was their most-used car. That is until 2009 when according to the Fox River Lines newsletter, "it was decided

the car could no longer be used in passenger service for fear of the ceiling coming down."

As we all know, when you open up something, you find more than you bargained for and #4451 was no exception. After removing the roof, new arched roof ribs were required, along with insulation and a new canvas roof. New roof bonnets over the vestibules with their compound curves were fabricated. The car was gutted and received an entire new subfloor and floor. The bottom ten inches

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of the sheet metal side walls were replaced. The body had sagged, had to be jacked back to plumb and portions of the under framing replaced, along with floor sections and corner posts in the vestibules. The controllers and brake controls were removed and overhauled. The base where every side post met the frame had to be rewelded. All new windowsills were installed. The windows were all removed and repaired. The seat frames and heater boxes were sand blasted and repainted. The car heaters were rebuilt with new heater strips. New interior wall panels were installed.

All the light fixtures were cleared and repaired as needed. The destination sign crank mechanisms were restored. All electrical contacts on the car were cleaned and the air compressor was serviced, along with the windshield wiper motors. Brand new window shade were purchased from Adams & Westlake and installed. Recharged period CTA fire extinguishers were installed.

After painting and testing, the car was returned to service on May 9, 2022.

HERITAGERAIL NEWS

Acquisitions

The DC Chapter NRHS has sold its two ex-Pennsy, ex-MARC lightweight coaches (Budd 1949) to the Fort Wayne Railway Historical Society. Both were built as sleepers and converted to coaches in 1963. The DC Chapter restored them and ran them in excursion service.

Santa Fe lightweight coach #3078 (Budd 1937) and Amtrak baggage car #1208, ex-Santa Fe #2531 by Oklahoma Railway Museum.

Virginia & Truckee has purchased Charles McCormick Lumber 2-8-2 #100 (Baldwin 1925) from the Oregon Coast Scenic Railroad. The locomotive was part of the Fred Kepner collection that OCS acquired when he died, with the intent of finding new homes for most of them.

The Center for Railroad Photography and Art has acquired a large portion of the Richard Steinheimer photo collection. It includes all 30,000 color photos and a significant number of black and white photos, negatives and scans. Steinheimer passed away in 2011.

The Walkersville Southern has acquired a heavyweight horse car used to transport race horses around the country. The car is the home of a model train collection of the Frederick County Society of Model Engineers, a nonprofit organization.

Pacific Southwest Railroad Museum has acquired Coaster F40PHM-2C commuter locomotive #2103 (EMD, rebuilt by Morrison-Knudsen).

Western Pacific Railroad Museum, Portola, CA

After a long restoration, Western Pacific 0-6-0 #165 (Alco 1919) ran for the first time on July 2nd & 3rd.



Western Pacific 0-6-0 #165 on its maiden run around the Western Pacific Railroad Museum's balloon loop. Michael Lawson photo, Feather River Railway Society archives.

Nevada County Narrow Gauge Railroad Museum, Nevada City, CA

This one snuck up on your editor. The museum has restored Nevada County Narrow Gauge 2-6-0 #5 (Baldwin 1875) to operation. It made its debut at the Great Western Steam Up held at Nevada Railroad Museum.

Colorado Railroad Museum, Golden, CO

The museum has signed contracts to add permanent roll-up garage-door style walls to its outdoor Picnic Pavilion; re-roof the Roundhouse; and construct a new trainshed-style canopy roof which will eventually protect Colorado Midland Observation-Chair #111 (Pullman 1887), and Chicago, Burlington & Quincy Business Car #96 (Barney & Smith 1886) from the elements. The network of paved pathways will also be expanding.

Wiscasset, Waterville & Farmington Railroad Museum, Alna, ME

The museum completed its track extension to Trout Lake on the original WW&F right of way. The ride is now almost 3.5 miles. Locomotives will be turned on an original Bridgton & Saco River turntable donated by the Maine Narrow Gauge Museum.

Maryland & Pennsylvania Railway Preservation Society, Muddy Creek Forks, PA

After buying the High Rocks property, located above the Muddy Creek flood plain, the museum has been converting it into a shop facility. The existing building, which had been fitted out as a shop in 2018, was found in 2020 to have serious structural problems. In 2021 those issues were addressed and, in the process, the building was brought up to current codes including ADA accessibility. That was a roughly \$90,000 project that was completed in 2021. The building has two bays for work on small equipment and is equipped with a lot of machine tools, but there are no tracks into the building.

The longer-term project is to build a three-track structure 52'x130' for maintenance, restoration, and storage of large equipment. This is being approached in phases. The first phase was to rebuild the road crossing and raise the mainline about 8" through High Rock. That involved removing and completely rebuilding about 350' of track. Raising the track eliminated a situation where mud was washing over the track in every heavy rain and reduced the amount of excavation needed for the building. The second phase was to install a turnout and siding about 160' long onto our property. These things were completed in 2021 with all the work except the road paving done by volunteers.

A new well is currently being drilled so that the existing well that is inside the footprint of the proposed building can be abandoned. The goal before the end of the year is to widen the mouth of the cut at High Rock to accommodate two more turnouts for additional sidings and to have excavated to prepare the subgrade for the tracks in the building. Next will come construction of the turnouts and tracks and finally the construction of the building.

Nevada Northern, East Ely, NV

White Pine County has been awarded a \$10,168,421 Southern Nevada Public Lands Management Grant to open the Nevada Northern Railway track to the McGill Depot

The project is multi-faceted:

- Rehabilitate and restore to operation 16.35 miles of historic railroad track from Ely to McGill Nevada, including the highway railroad crossings to Federal Railroad Administration Class 2 standards.
- Complete the McGill Depot restoration to include three restrooms.

- Build a parking lot at the McGill Depot 10,000-15,000 square feet with lighting.
- Build a railroad turntable at the McGill Depot to turn the locomotives around.
- Build a .5 to a .8 mile lighted walking trail with outdoor displays at the McGill Depot area.
- Combine the existing trail system parallel to the railroad's right-of-way with six designated safe crossings of the railroad track.
- Grade 10,000 feet of a multiuse trail within the railroad right of way between Ely & McGill joining existing trails located on BLM land.
- Purchase four electric-railbikes.
- Install directional signage for trail users along the trail system.

Shore Line Trolley Museum, East Haven, CT

The museum has announced a new program geared toward a sensory friendly environment as part of a multi-year grant from the Community Foundation for Greater New Haven. In July, SLTM started this weekly program geared towards visitors with sensory sensitivities and features trolley rides with no gongs, noisy air brake releases, busy museum tours or music.

Oklahoma Railway Museum, Oklahoma City, OK

Frisco caboose #649 has been cosmetically restored, and will serve as the welcome sign at the museum entrance.

City of Cheyenne, WY

The city has received a \$618,400 grant from the U.S. Department of Commerce's Economic Development Agency, to move and restore three pieces of rolling stock currently on outdoor display. They are:

Union Pacific 4-6-0 #1242 (Cooke 1890)
Southern Pacific heavyweight observation car #7077
Union Pacific 1959 steel caboose #812

The grant will be matched by \$154,600 in local funds. The three pieces, currently located in the UP Cheyenne yard and in the city's Lions Park, would be moved to city-owned property adjacent to the UP station which already houses a railroad museum.

Minnesota Streetcar Museum, Minneapolis, MN

The museum has received the largest individual donation in its history, \$131,000 from the estate of the late member Gordon Geddes. It was unexpected because Geddes, who lived in northern Illinois, was not an active MSM volunteer. He did volunteer at the Illinois Railway Museum.

Colebrookdale Railroad, Boyertown, PA

Tourist railroads can benefit from government grants for freight rail. A case in point is the Colebrookdale Railroad, which has received a federal grant of \$14 million for track and bridge upgrades.

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