

JULY 2023



Michael Clawson photo, FRRS Archives.

THE WESTERN PACIFIC RAILROAD MUSEUM USED ITS SOUTHERN PACIFIC 1927 ROTARY PLOW MW208 TO OPEN ITS LOOP TRACK AFTER AN UNUSUALLY SNOWY WINTER.

Presorted Standard
US Postage Paid
Twin Cities, MN
Permit #1096

Address Service Requested

HeritageRail Alliance
1160 Pointclear Pl., #1618
Huntsville, AL 35824





Since 1903, Continental has designed and fabricated ASME boilers for all industries with Union Craftsmen.

Contact us when you are ready to repair or replace your boiler.

New Boilers

Monticello 401
Scott Lumber 15
Mid Continent 1385

In Process

T1-Trust 5550
Gulf & Ohio 112



***Continental
Fabricators, Inc***

5601 West Park Avenue, St. Louis, MO 63110
314-781-6300 Fax: 314-781-1290

Tom Gerstenecker - V.P Sales & Estimating
tomg@confabinc.com

www.confabinc.com



HeritageRail Journal

July 2023

Published quarterly by HeritageRail Alliance
www.heritagerail.org

Officers

Bob LaPrelle, *President*
Robert Robinson, *Vice-President*
Ellen Fishburn, *Secretary*
Richard Burchett, *Treasurer*

Board of Directors

Erich Armpriester, *Strasburg Rail Road*
Steve Butler, *Morton Locomotive Works*
Michael Edwards, *California State Railroad Museum Foundation*
Stephanie Gilmore, *Colorado Railroad Museum*
Nathaniel Guest, *Colebrookdale Railroad*
Randy Gustafson, *Stone Consulting, Inc.*
Wesley Heinz, *Western Maryland Scenic Railroad*
Terry Koller, *Coastal Heritage Society*
Jason Lamb, *Everett Railroad*
Bob LaPrelle, *Museum of the American Railroad*
Howard Pincus, *Railroad Museum of New England*
Robert Robinson, *Canadian Railway Historical Association*
Marcus Ruef, *Illinois Railway Museum*
Craig Sansonetti, *Maryland & Pennsylvania Railroad Preservation Society*
Travis Stevenson, *Boone & Scenic Valley Railroad*

Lynette Rickman, *Executive Director*
contact@heritagerail.org

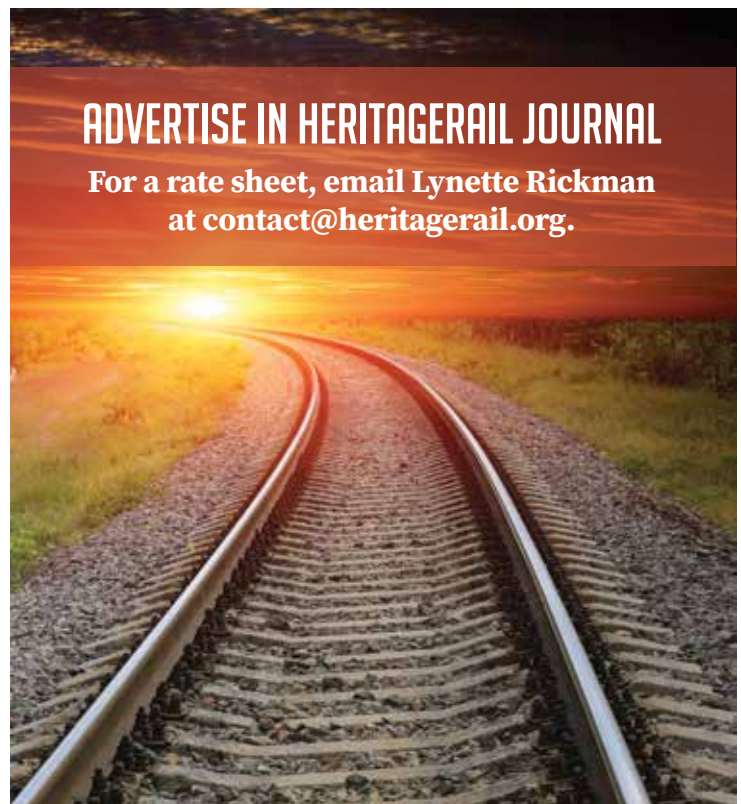
Aaron Isaacs, *Editor*
3816 Vincent Ave. S
Minneapolis, MN 55410
aaronmona@aol.com

HeritageRail Journal, including all back issues, can now be read online. Go to heritagerail.org, click on For Members (you'll need to login), then HeritageRail Library, then scroll to the bottom.

Member museums and railroads receive eight copies of HeritageRail Journal and can have them sent to up to eight different addresses. Contact Lynette Rickman contact@heritagerail.org to make address changes.

CONTENTS

- 4 FROM THE HEAD END
- 5 FALL CONFERENCE PREVIEW: SEPT. 20-23 AT EXPORAIL
- 6 RECOMMENDED PRACTICES FOR RAILWAY MUSEUMS: PART 9 FINANCIAL ACCOUNTABILITY
- 8 BIKE TRAIL THREATENS CALIFORNIA WESTERN
- 8 ACQUISITIONS
- 10 IRON HORSE IN THE MAT-SU VALLEY
- 11 HERITAGERAIL NEWS
- 15 THE FUTURE OF EUROPEAN COAL FOR HERITAGE RAILWAYS
- 18 RE-BROOMING A SWEEPER
- 20 PUBLISHING BY RAILROAD HISTORICAL SOCIETIES
- 23 HERITAGERAIL ALLIANCE COMMERCIAL MEMBER DIRECTORY



FROM THE HEAD END

By Bob LaPrelle, HRA President

We're All in This Together...

With Summer just around the corner, I know many of HRA's members are gearing up for a busy tourist season. If your organization is like mine, tourism in this post-Covid world has come back with a vengeance. It has a name – revenge tourism.

Attendance at my museum, year to date, is up 22% over the same period in 2019. That includes a huge increase in school tours. It is exciting and gratifying to serve what is somewhat of a new and growing audience in this post-Covid world. Following nearly two years of being shut in, many of our young visitors are experiencing school field trips and heritage tourism for the first time.

I've talked to several of you who are experiencing long hours, more work than ever, and a shortage of volunteers and staff. And, while the increase in business is certainly welcomed, it sometimes can lead to burnout and safety issues. This is where HRA comes in. With information sharing and dialogue between its members, the Alliance can be both resource and sounding board to address the challenges we currently face.

In my last column, I used the term "strength in numbers". It is more relevant than ever as we address external issues such as increased demand for our services, rising costs, labor shortages, and other on-going issues with aging collections.

Many of these issues were discussed in HRA's recent Spring Symposium. Held virtually, it was an amazing gathering of our members, representing institutions large and small. We covered a wide range of relevant topics including volunteerism, collections management, regulatory & safety issues, education, advocacy, parts, et al.

Jim Cullen updated us on the strategic planning effort, summarizing a very productive two days in Hartford last Fall. He walked us through the tabulation of information gathered from board members and

stakeholders that is critical to creating a path forward for HRA. Jim shared several exciting works in progress, including updated mission, vision, and core values that will guide us to be a more diverse, inclusive, and responsive organization. Work will continue in Montreal. Our thanks to Jim for his continued work despite budget constraints.

In one of our sessions, HRA board member Randy Gustafson raised an issue of growing concern to many of us – the possibility of an active tourist line being converted to a hike and bike trail (See Page 8). Yes, an active line. This is among the many industry topics that were presented and discussed among HRA members. For more information on how you can voice your concerns to decision makers, contact HRA.

It was great learning from our colleagues that are experiencing the same issues. It's both uplifting and reassuring to know that you're not alone in this business! If you missed the symposium, you can access recordings on our website.

Thanks are in order to Terry Koller for a great symposium (both planning and execution), and to Lynette Rickman for being a quick study on several technology upgrades to the registration and on-line experience. And our appreciation to all the presenters for sharing their expertise during the two-day session.

Finally, while Fall seems a long way off, it's not too soon to update your passports as we look forward to visiting our Canadian friends in Montreal. The Fall conference at Exporail, hosted by the Canadian Railroad Historical Association, takes place Sept. 20-23, where we will continue the important information exchange and camaraderie between our diverse and experienced membership.

And as usual, feel free to contact me or a member of HRA's board and staff with your ideas, needs, and concerns.

Bye for now, be safe.

FALL CONFERENCE PREVIEW: SEPT. 20-23 AT EXPORAIL



HRA's 2023 Fall Conference will be held in Montreal September 20th -23rd, hosted by the Canadian Railroad Historical Association, which owns and operates Exporail, the Canadian Railway Museum. It promises to be a valuable and fun experience for delegates, with a full and varied program to interest every taste.

The CRHA, whose first meeting was in Montreal in 1931, is at 92 years of service to railway history the dean of the railway heritage movement in Canada. What started as a learned society to document history has become the leading railway museum in Canada, with the largest collection of vehicles, railway artifacts and archival documents. It is also a vibrant place to visit, welcoming more than 50,000 people in a typical year, featuring rides and experiences to delight visitors from children to seniors, the general public and railfans.

The CRHA's collection comprises 180 vehicles—steam and diesel locos, streetcars and a subway car, passenger, freight, and MOW equipment. There are 10,000 artifacts as well—models, uniforms, hardware and tools, dining car china- and silver-ware, toys, furniture, and artworks. And the archives hold 12,000 books and periodicals, 200,000 maps and plans, over a million photo images, and (literally!) a linear mile of documents.

Three of the vehicles in the collection are designated as the only mobile National Historic Sites of Canada: CPR 2850, the Royal Hudson that pulled the King's train across Canada in 1939; *Saskatchewan*, the 1883 business car built for Sir William Cornelius Van Horne to use during the construction of the CPR; and 2-10-2 CNR 4100, the first locomotive ordered in 1924 by CNR after its formation. All three are on view in the Grand Gallery, Exporail's main exhibition hall, along with 45 other railway vehicles.

CRHA's largest archival collection is that of the Canadian Pacific Railway, which has been registered by



UNESCO as part of their Memory of the World project. This is arguably the second most important corporate archive in Canada, second only to that of the Hudson's Bay Company. CRHA employs a full-time archival technician to work exclusively on the CPR material, paid for by a generous endowment fund established by CP.

The Exporail museum itself is fully accredited by the Quebec government's Ministry of Culture, who partly funds its operation. Besides the Executive Director, the professional staff includes a curator, as well as archivist, registrar, customer experience manager, operations manager, and others. These staff members will join HRA delegates at the conference, and some of them will be making presentations.

The conference program is available on the HRA website. It includes four plenary sessions including Exporail's Nadine Cloutier on the prize-winning, million-dollar renewal of the Exporail permanent exhibit, and HRA's former president G. Mark Ray on safety in operations. The keynote speaker is Brad King, VP of Lord Cultural Resources, the world's leading museum consultancy. The final plenary will be on the topic of marketing using social media, given by Frederic Gonzalo, a prominent consultant in the field.

Most of the conference will be held at the downtown Montreal's Le Nouvel Hotel, where we secured (during the pandemic) favourable room rates for delegates of C\$179 (plus taxes), an excellent rate for Montreal, equivalent to approximately US\$131 at the current

exchange rate. On the Thursday evening we will go off to the IMAX theatre in the Old Port district of Montreal to see two excellent films by award-winning Montreal filmmaker Stephen Low. The first is *The Trolley*, a film extolling the virtues of urban streetcars, and the second is *Train Time*, commissioned by BNSF to celebrate modern railroading.

Friday will involve a tour of Exporail itself, rides on the operating equipment, presentations by staff members, and backstage looks at the collections not usually seen by visitors.

For members bringing their spouses who may choose to avoid some of the railway presentations, a companion program will introduce them to some other cultural aspects of Montreal life. The autumn season is extremely pleasant to be in the city.

There are also two optional extra-cost programs being offered before the official start of the conference. The first will visit the shops and operating hubs of two Montreal commuter services: EXO, the heavy-rail

operator, and REM, the brand-new driverless light rail system. The second is a day trip to Ottawa on VIA Rail, with a visit to Canada's national museum of science and technology, *Ingenium*, including the railway reserves and CN archival collection. The museum has been reinvented with the injection of mega-millions and a new reserve building in the last few years.

Almost all meals are included in the program, featuring Friday and Saturday night banquets. The conference delegate rates have been able to be kept low due to generous donations received from sponsors. For registrations by HRA members before August 1st the fee is US \$395 for Americans and C\$ 445 for Canadians. After August 1st both fees go up by \$50. (Bear in mind the favourable exchange rate between the currencies.) Remember that passports will be required for entry to Canada.

This promises to be a great conference that should not be missed. We're looking forward to seeing you. Go to heritagerail.org for conference details.

RECOMMENDED PRACTICES FOR RAILWAY MUSEUMS: PART 9 FINANCIAL ACCOUNTABILITY

By Aaron Isaacs, HRA editor

This section begins: *Most museums are not-for-profit organizations, with U.S. museums predominantly classified as 501(c)(3) in the IRS tax code. Being exempt from taxation comes with a responsibility – selfless service to the community, accountability & transparency, and holding collections in the public trust.*

There isn't much wiggle room when it comes to financial accountability. Fund management should be prudent and not involve unreasonable risk, since a non-profit has a fiduciary duty to protect its assets. Recommended Practices stresses what should be obvious—that non-profits must comply with all applicable laws and government reporting requirements. Since the regs are complicated and can

surprise those who are unprepared, museums are encouraged to charge someone with navigating them.

The other requirement is for financial transparency. The text is quite straightforward: "Museums have an important responsibility to provide timely and accurate reporting of its finances to funders, stakeholders, and their communities. Absolute transparency should be maintained in all reporting, leaving no doubt about the museum's sources of income and use of funds, while at the same time respecting any expressed donor wishes...."

To download a copy of Recommended Practices, go to heritagerail.org and log into the For Members section.

White River Productions is your ticket to success!



STRASBURG RAIL ROAD - PHOTO BY STEVE BARRY

ADVERTISING

WHITE RIVER PRODUCTIONS

• Your Ticket to Success • Good for Continuous Passage •

Our magazines are targeted to the active railroad enthusiast! Railfans travel to ride and photograph trains in every corner of the country. We can help drive new customers to you with a promotional print campaign tailored to fit your budget!

FORM WRP-2023

★ First Class

Mike Lindsay
Mike Lindsay, ADVERTISING DIRECTOR
(800) 282-3291 • ads@whiteriverproductions.com

SP-4449

★ Round Trip



MERCHANDISING

WHITE RIVER PRODUCTIONS

• Your Ticket to Success • Good for Continuous Passage •

Our portfolio of popular books and magazines translates into big profits for your gift shops and souvenir stands! We cover railroading from coast to coast, classic to contemporary. Low minimums and easy returns make ordering a breeze.

FORM WRP-2023

★ First Class

Dan Hansen
Dan Hansen, DEALER SALES MANAGER
(660) 695-4453 • dealers@whiteriverproductions.com

K4-1361

★ Round Trip



SPECIAL INTEREST

WHITE RIVER PRODUCTIONS

• Your Ticket to Success • Good for Continuous Passage •

Historical societies and special interest groups rely on us to attract more members and contributions with professional print publications and superior membership management. Eliminate the hassle and let us help you focus on growth!

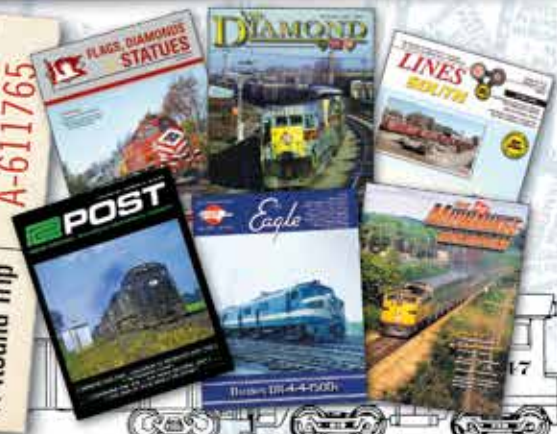
FORM WRP-2023

★ First Class

Kevin EuDaly
Kevin EuDaly, PUBLISHER
(573) 823-7420 • keudaly@whiteriverproductions.com

A-611765

★ Round Trip



WHITERIVER PRODUCTIONS

Visit WhiteRiverProductions.com • Toll-free (877) 787-2467
P.O. BOX 48, BUCKLIN, MO 64631 • INFO@WHITERIVERPRODUCTIONS.COM

BIKE TRAIL THREATENS CALIFORNIA WESTERN

By Randy Gustafson, Stone Consulting

We've seen bike trail advocates try to convince governments that own railroads and lease them to tourist railroads to kick out the railroad and convert it to a trail. But something much worse is threatening to happen in California. North Coast Railroad Authority, owner of the former Northwestern Pacific north of Willits and now known as the Great Redwood Trail Agency, is trying to replace the California Western, home of the famous Skunk Train, with a trail. Here's the alarming part—Cal Western isn't a government tenant. It owns its railroad outright.

How is that possible? The rail authority is trying to use something called adverse possession. It's trying to convince the Surface Transportation Board (STB) that the Cal Western is no longer a common carrier freight railroad, and therefore a trail is a better use of the railroad than an operating excursion corridor, for public convenience and necessity. That would open the door to taking the CW by eminent domain. The STB has established a long-held precedent that tourist railroads are exempt from STB protection or jurisdiction unless they provide common carrier freight services. Cal Western lost its active connection to the general rail system at Willits, CA when the NWP shut down. It also

recently lost an Offer of Financial Assistance case to operate 12 miles of GRTA-owned track north of Willits, possibly triggering what appears to be retaliation. Cal Western's historic connection to Fort Bragg on the other end of the line was shut down by a tunnel collapse several years ago, although attempts are being made to reopen it.

Given the aggressiveness of some trail advocates, you can see how this could set a horrible precedent nationwide for excursion operations. The STB has not made a ruling yet. It's still taking public comment through its website. That's where you come in. Anyone can file a comment with the STB. You don't have to live in California, because this has national implications. The filings can be seen on www.stb.gov, docket AB 1305 1.

Current STB Chair Oberman has previously dissented against prior board decisions allowing trail creation, commenting that Congress has indicated for rail to be encouraged and retained, and that rails providing community benefits go well beyond freight. This is the best argument for our commentary.

ACQUISITIONS

The Oregon Coast Scenic Railroad and the Northwest Railway Museum in Snoqualmie, Washington have agreed to exchange locomotives to improve the representation of each collection. Oregon Coast will receive the Union Pacific (Oregon Short Line) 2-8-0 #529 (Baldwin 1903), which operated in Oregon. Northwest has already received Great Northern 2-8-0 #1246 (Baldwin 1907) which operated in Washington. It came to Oregon Coast as part of the late Fred Kepner's private collection.

Northwest Railway Museum has also acquired Talgo 1998 bistro car #7304.

Santa Fe high level parlor car #708 (Budd 1956) to Arizona Railway Museum. Built for the El Capitan,

the car served Amtrak as a Pacific Parlor Car.

Union Pacific has donated former Chicago & North Western business train F7 #401 (EMD 1949) to Boone & Scenic Valley Railroad.

SEPTA work car #W61, saved from the scrapper by a coalition of Electric City Trolley Museum, Baltimore Streetcar Museum and the Friends of Philadelphia Trolleys, will have a permanent home at National Capital Trolley Museum.

Two pieces of Southern Pacific rolling stock have finally been released from a legal limbo dating to 1990. SP 4-6-2 #2467 (Baldwin 1921) and business car Western were owned by the City of Oakland, but loaned to the

Pacific Locomotive Association, which runs the Niles Canyon Railway. 2467 was restored to operation and ran at California State Railroad Museum, where it remains today in serviceable condition. The business car is at Niles Canyon. Having both pieces on indefinite loan from the City prevented money from being spent on either, so the City recently agreed to dispose of them. Now PLA owns the Western and can begin a restoration. PLA no longer needs #2467 because sister #2479 has just arrived from the City of San Jose, albeit in pieces. CSRM has agreed to take ownership of #2467.

The Valley Railroad, which already has several center cab diesels, has gotten two more. They're U. S. Navy 80-ton GEs, #65-00618 and 65-00359.

Spokane, Portland & Seattle F7A #804 (EMD 1953) and Great Northern SD9 #599 (EMD 1959) to the Inland Northwest Rail Museum.

The Harrisburg Chapter NRHS, operator of Harris Tower, has leased the Power Director's office inside the Harrisburg passenger station. The room's vintage electric equipment remains intact. The office controlled all the Pennsylvania Railroad's electric power west of Philadelphia. While railroad is still electrified and owned by Amtrak, the control functions have been moved to Delaware.

The Colebrookdale Railroad has added a second Pacific to its roster. They've acquired Canadian National #5288 (Montreal 1919) from Tennessee Valley Railroad Museum. Earlier the locomotive had been part of the Steamtown collection.

Western Railway Museum has acquired three electric car bodies:
Pacific Gas & Electric (Sacramento) streetcar #18
Pacific Gas & Electric (Sacramento) streetcar #65 (American 1929)
Sacramento Northern California car #27 (St. Louis 1908)

SMS Rail continues to add to its passenger fleet with three former Lackawanna MU cars from the Stourbridge Line. They are #3509, 3519 and 3596, all 1930 Pullman products.

Heavyweight obs Inspection Car Navy 118 (Pullman 1914), owned by a retired navy Chief Petty Officer and formerly Union Pacific business car #118, has been donated to the Age of Steam Roundhouse.

A U. S. Army flatcar has been donated by McHugh Locomotive to the Military Railroad Society at Fort Eustis, VA.

The North Alabama Railroad Museum has acquired the Chase depot, which it had leased from Madison County since 1985. Rather than serving a town, it was established by the Chase Nursery, which had the good luck to locate between the Southern and the Nashville, Chattanooga & St. Louis where they came within a stone's throw of each other. It was a union station that allowed the nursery ship on either railroad.

Middleton Railway Museum, Middleton, Nova Scotia, is a young museum, having been founded in 2017 to take over ownership of the local depot. In 2020 it acquired Canadian National 4-6-0 #1274 (Montreal 1905) and a CN boxcar that had been on display in a park. Late 2022 saw the arrival of CN 0-6-0 #7260 (Canadian Locomotive Co. 1906), donated by the Nova Scotia Museum of Science and Industry, along with a 20-ton Plymouth gas switcher. With it came the 75-foot CN turntable from Bridgewater, NS. Rounding out the recent acquisitions is a 25-ton Vulcan critter from Mersey Paper.

Another young museum formed in 2016, the J. Reilly McCarren Transportation Museum in Springdale, AR, is run by the Friends of the Arkansas & Missouri. They have acquired a pair of Frisco cabooses built in 1969, #1288 and 1291. The latter was fully restored by the donor, Paul Slaven of Tulsa.

Great Northern coffee shop/lounge car "ranch car" #1244 White Pines Lake (ACF 1951) to Wisconsin Great Northern.

Los Angeles Metro light rail car #164 (1994) by Western Railway Museum.

Nevada County Narrow Gauge has acquired Florence & Cripple Creek wood combine #60 from the Cumbres & Toltec.

Metropolitan Atlanta Rapid Transit car #510 (Societe Franco-Belge 1981) to Trolley Museum of New York.

Oklahoma Railway Museum has acquired Columbia & Cowlitz diesel #701, the last C415 built by Alco in 1965. The boomer locomotive was later owned by the Port of Tillamook Bay, Mount Hood and Burlington Junction.

IRON HORSE IN THE MAT-SU VALLEY

By Shay Sullivan, Engine 557 Restoration



Dick Morris photo.

In Wasilla, Alaska, a piece of Alaskan history is being resurrected. The 557 Restoration Company is a rather unassuming place from the outside, alongside the Alaska Railroad mainline and well into the heart of downtown Wasilla. Inside that little shop, a decades-long effort materializes every week as volunteers work hard to restore the Alaska Railroad #557, a S160 class 2-8-0 locomotive designed by the USATC (United States Army Transportation Corps) and built by Baldwin, Lima, and Alco for service during World War II.

The S160 was the largest class of steam locomotive ever built in America, with 2,120 examples constructed for use in Europe. During the early years of US involvement in the war, Japanese forces attacked Dutch Harbor in Alaska, later occupying parts of the Aleutian Islands, making it the only time US forces would fight on US soil during the war after Pearl Harbor. The need to support and defend Alaska led to eight S160 locomotives getting diverted and modified to support the Alaska Railroad. They were so successful that the railroad would acquire four more (including 557) after the war as army surplus. The 12 Consolidations would quickly become the remote railroad's main mixed traffic engines, hauling goods and passengers up and down their 470-mile mainline until the advent of dieselization in the 1950s.

Today 557 is the soon-to-be living and breathing symbol of American wartime ingenuity and Alaskan railroad memory. On October 8th, 2022, 557 was pulled outside

the workshop and parked outside for a public viewing to celebrate how far the restoration has come. The day included a talk by 557's own Pat Durand, an experienced railway historian and general manager of the project, as well as a brief visit by a passing northbound passenger train where both diesel and steam locomotives blew their whistles (557's used an air compressor.) The celebration was a significant milestone in the project. After surviving earthquakes, pandemics, and no small amount of hurricane-force winds, the project was still going strong. After ten long years, the locomotive is almost complete. As of March 30th, the tubes and flues are in the boiler, and we'll conduct more tests over the next few weeks as we prep for the hydro test. When that's finished, we have to fit the boiler jacket, prepare for the firing test, and assemble the valve gear, among other tasks that we hope will be completed later this year.

As our restoration is coming to a close, we're now faced with a more existential problem. I am the crew's youngest member at 21, but much of our team is well into retirement. We hope once 557 is touring the mainline, more young people will be interested in helping out, but until then, our primary goal is the same. To give life back to 557 so that she may give life back to our heritage. If you want to hear more about 557's story and her near miss at the scrapper's torch, please check out the 557 Restoration Company website (557AlaskaRails.org).

HERITAGERAIL NEWS



The Saskatchewan Railway Museum has constructed a new Welcome Centre. Bill Rafoss photo.

More rail bikes

We're going to try to track the growth of rail bikes on tourist railroads and at railway museums. Last year we found 29 operations. 2023 should see new ones at:

- Seashore Trolley Museum in Maine
- Bluegrass Railroad Museum in Kentucky
- Northern Central in Pennsylvania
- Santa Paula, California on the former Fillmore & Western Colorado on rails owned by the Denver Regional Transit District
- Mount Ranier Scenic in Washington
- On the dormant Buffalo Creek & Gauley in West Virginia.
- East Broad top, south from Robertsdale

Bike operator Rail Explorers has pulled out of its Boulder City site on the Nevada Southern because it couldn't renew its lease.

John Emery Rail Heritage Trust 2023 grants

For 2023, grants were approved for the following organizations/projects:

1. Abilene & Smoky Valley Railroad Association: \$15,000 to help refurbish their C&NW passenger car.
2. Danbury Railway Museum: \$12,000 to aid in rebuilding the engines of their 1953 New Haven Budd car.
3. East Troy Railroad Museum: \$10,000 for work on their CSS&SB car #107.
4. Friends of the SP4449: \$10,000 of their Shasta SP 2395 coach.
5. Illinois Railway Museum: \$10,000 for electrical and

- air brake work on their Milwaukee coach 649.
6. Michigan State Trust for Railway Preservation: \$1,000 to help start work on their C&NW steam locomotive #175.
7. Mid-Continent Railway Museum: \$10,000 for continued work on the DSS&A sleeping car Duluth.
8. Nashville Steam Preservation Society: \$15,000 to help refurbish the crossheads, guides and one wrist pin on the steam locomotive NC&StL #576.
9. National Railway Museum: \$8,500 to update their ex-Reading car Josephine.
10. Pacific Locomotive Association: \$31,000 for purchasing staybolts for use on the SP steam engine #1744.
11. Pacific Railroad Preservation Association: \$10,500 for replacement of three blowdowns for the SP&S steam locomotive #700.
12. Railroaders Memorial Museum: \$11,000 for work on the PRR observation car Mountain View, once used on the Broadway Limited.
13. Railroad Heritage of Midwest America: \$25,000 for a HEP generator to power their UP coaches at Silvis, Illinois.
14. Rochester & Genesee Valley Railroad Museum: \$11,500 for structural repairs to their Erie Stillwell coach #2103.
15. Southern Michigan Railroad Society: \$10,000 for work on their heavyweight Pullman Emerald Vale.
16. Sumpter Valley Railroad Restoration: \$15,000 toward their Sumpter Valley Railway steam locomotive #19.
17. Tennessee Valley Railroad Museum: \$20,000 for work on their dining car #899.
18. United Railroad Historical Society: \$14,500 toward replacing the generator on their ex-NYC Hickory Creek observation car.
19. Watauga Valley Railroad Historical Society and Museum: \$10,000 for truck repair on the ex-Clinchfield Railroad office car #100.

Pennsylvania Trolley Museum

On April 29, the museum celebrated the completion of major interim projects that are part of the larger East Campus improvements: The High-Level Platform in the Trolley Display Building, Volunteer Boulevard (formerly named Trolley Street), the Trolley Platform and Canopy, Falconi Plaza, and the Christopher Golofski Memorial Gazebo.

The High-Level Platform allows ADA access to Market-Frankford Subway/Elevated “Almond Joy Car” #606, Norristown High Speed Line “Bullet Car” #209, and Philadelphia & West Chester Traction Company trolley freight car #07.



The finished Volunteer Blvd. Scott Becker photo.

Volunteer Boulevard is a new street with double track laid in 33,000 bricks. Rail came from Pittsburgh Regional Transit’s Beechview and Overbrook lines. The City of McKeesport donated the 1940s traffic signals. The safety island is an authentic reproduction of a typical Pittsburgh Railways Company’s stop. Passengers board at the David & Kathryn Black Trolley Canopy. It’s supported by 1935 vintage “tee” columns which came from the Pittsburgh & Lake Erie Railroad’s Pittsburgh Station.

Work continues on the 21,000 square-foot Welcome & Education Center, with completion anticipated later this year.

California State Railroad Museum Foundation, Sacramento, CA

The Foundation is offering free rides for school groups Tuesdays and Thursdays on the Sacramento Southern demonstration railroad. It’s also subsidizing bus rides for local Title 1 school to do field trips to the museum.

The Foundation is partnering with California State Parks to fund a \$1.25 million track replacement project.

Reading & Northern

The R & N passenger excursion ridership continues to increase, exceeding 250,000 in 2022. In 2023 trains into Jim Thorpe, PA will run year round. This year will also see the startup of regularly scheduled trains over the former Lehigh Valley from Pittston Yard near Wilkes Barre to Jim Thorpe, a distance of 62 miles, instantly

becoming one of the longer tourist railroads in North America. R&N has expanded its passenger fleet with 11 cars from the Iowa Pacific sale, one additional car in 2022, plus three more RDCs.

Newport & Narragansett

Tourist trains will return to Newport in 2023, with the completion of repairs to the Pell Bridge.

Nevada County Narrow Gauge

The restorations of Florence & Cripple Creek coach #52 and West Side Lumber tank car #2 are complete.



California Western has rebuilt its 800-foot long, 3-track Fort Bragg engine house. Constructed of redwood, the building was badly deteriorated and parts of the roof were gone. The work cost \$800,000. The distortion is because of the wide angle camera lens. The railroad also installed a new liner in Tunnel #2, which had structural issues. Stathi Pappas photo.

Seashore Trolley Museum

Seashore has 11 pieces on its “rehoming” list, meaning cars slated for disposition. Although the goal is to find new owners instead of scrapping them, most are in rough shape. They are:

Laconia Street Railway streetcar #17 (Laconia 1901), body only

Newport & Providence streetcar #9 (Laconia 1904), body only

Virginia Electric Power streetcar #194 (Southern Car 1911), body only

Mobile Light & Railroad streetcar #49 (Perley Thomas 1930), body only

Ottawa Transportation Commission streetcar #825 (Ottawa 1923), body only

Boston Elevated side dump work car #3608 (Differential 1926)

South Shore Line interurban #32 (Standard Steel 1929)

Long Island MP54 MU car #4137 (AC&F 1930)

Massachusetts Bay Transit Authority line car #3283 (Henry Dow Body Co. 1949)

Bangor & Aroostook wood cabooses #C-40 (AC&F 1915)

Union Refrigerator (Milwaukee Road) insulated wood boxcar #26504 (GATX 1929)

Bridgton & Saco River Railroad Museum

This fledgling museum is the fifth to celebrate Maine 2-footer history. They've purchased property near the old right of way and received a \$10,000 grant from the Stephen & Tabitha King Foundation to purchase track tools. The Belfast & Moosehead Lake Railroad has donated 65/67 pound rail. They've bought a 3-foot gauge Plymouth locomotive from Edaville and plan to convert it to 2 foot gauge. They also have a permit to erect their first building and have hired a consultant to do a building and track plan for the property.

Annual reports

The editor always appreciates when museums publish annual reports, because they package the past year's accomplishments in one convenient summary. We tend to only report on the completion of major projects, overlooking the large number of small undertakings required to keep a museum moving forward. Here are some examples.

The Ontario Electric Railway Historical Association's Halton County Radial Railway performed maintenance and repairs on nine electric cars during the year. That was in addition to a long term restoration of Toronto #416 (Ottawa 1925) from a stripped body to an operating streetcar, and the in-progress restoration of Plymouth gas locomotive #301. The Yard 3 electrical infrastructure was improved with the replacement of all span wires, trolley frogs and other hardware to ensure proper alignment and tightening. Tens of thousands of Canadian Light Rail Vehicle parts, received earlier from Toronto Transit Commission, were sorted and moved into containers for storage. Annual ridership was 14,010.

Yakima Valley Trolleys won a \$70,000 state grant to buy a new bucket truck for overhead wire maintenance. A \$13,000 state grant is funding new tires for single truck streetcar #1976, the continued restoration of single truck Portuguese streetcar #160 and refurbishing the motors of steeple cab locomotive #298 (GE 1922).

Minnesota Streetcar Museum saw ridership return to the 2019 level of about 30,000. The biggest ongoing restoration is the construction of new trucks for Twin City Rapid Transit streetcar #1239 (TCRT 31st Street Shops 1907). Four ex-Toronto motors for that project have been overhauled. 2022 saw the concrete paving of the Excelsior car barn floor. A \$131,000 financial bequest was received from the estate of a deceased member.

A new tower car and electric track speeder were completed. The body of Mesaba Railway interurban #10 (Niles 1912) was placed on refurbished trucks for the first time and made mobile.

Baltimore Streetcar Museum has multiple restorations in progress, including Baltimore single trucker #1050 (Brownell 1898), Philadelphia PCC #2168 (St. Louis 1947), PCC #7303 (St. Louis 1937), and Philadelphia sweeper #C-145 (Brill 1923).

Thanks to a \$100,000 state grant, the Reading Technical & Historical Society has laid track into its new 72 x 150 foot Railcar Protection Building. It will house the most vulnerable of the 70+ pieces in the collection. The grant also funded the purchase of a new 14 x 40 foot building. It's being transformed into a replica of the Reading's Race Street switch tower that controlled traffic to and from the Reading Terminal in Philadelphia. On display will be the control console and model board from that building. There were 2797 visitors to the museum in 2022. More than 80 volunteers gave at over 9000 hours.



The new Railcar Protection Building.



The replica Race Tower building. Both Carol Adams photos.

Seashore Trolley Museum raised over \$1 million in 2022, increased its membership to over 1000 and had about 31,000 visitors, the best year in recent history. Replacement of the South Boston carhouse with a new, steel building may be complete by the time you read this.

Oyster Bay Railroad Museum

2022 was a breakout year for the museum. It was founded in 1990 to clean and paint Long Island 4-6-0 #35 (PRR Juniata Shops 1928), which was on display in a park and had been vandalized. The Oyster Bay station was built in 1889 and remodeled in 1902. The Long Island replaced it about 1990 with a new high level platform located several hundred feet to the west. The old station was sold to the town and placed on the National Register of Historic Places in 2005. In 2006 the museum was re-incorporated and leased the station. It needed an extensive restoration before it could be opened for the public, so in 2008 the museum opened a storefront visitor center nearby.

Since then the museum has been working on the depot. The southern and western exterior facades, which are most visible to the public have been restored. The interior was improved sufficiently to invite the public in this year, and the visitor center has been closed. Displays, accessible restrooms, and O gauge layout, and a diorama of the yard have been installed.



The Long Island Rail Road's layup yard for commuter trains is still active between the historic station and the former engine terminal. There was a roundhouse, long gone, 1000 feet away at the far end of the yard. The 1902-vintage turntable is still there, though no longer connected to the active railroad. Owned by the museum, it sits on a small L-shaped site and was restored to operation in 2022 along with three of five planned tracks. A demonstration caboose train pulled by one of two Long Island GE 25-ton shop switchers can move onto the table and take a spin.



Shop switcher #398 (GE 1958), on the turntable has been restored to operation. Beyond it, front left to right, are identical #397, caboose #12 (ACF 1927), the cab of 4-6-0 #35, the M-7 MU car simulator (Bombardier 2002 and the DE-3- locomotive simulator (EMD 1998).

According to President John Specce, the museum has about 125 members and an active core group of about 8-10 volunteers. The long restoration of LI #35 is still underway. The locomotive is disassembled. The other major project is LI P-54 "ping pong" coach #7433 (ACF 1923). Also onsite are the Long Island's simulators for M-1 and M-7 MU cars and the DE-30AC locomotives.

Theodore Roosevelt lived in Oyster Bay, so that local history is much celebrated. The museum has received a \$125,000 grant from the Robert David Lion Gardner Foundation to create a virtual display on Roosevelt's train departures from Oyster Bay. Visitors will experience Roosevelt appearing to come alive on their cel phones and tablets. This will be one of four such TR exhibits on Long Island.

THE FUTURE OF EUROPEAN COAL FOR HERITAGE RAILWAYS

Report by European Route of Industrial Heritage, Europa Nostra Industrial & Engineering Heritage Committee, in association with the European Federation of Museum and Tourist Railways (FEDECRAIL)

Editor's note: This article consists of excerpts from a larger report published in March 2023. Europe is seeing the same environmental constraints that are starting to appear in North America, and this report gives a glimpse at a possible future.

The authors are committed to the future of our industrial and mobile heritage. Components of this heritage depend on fossil fuels for maintenance and presentation in working condition, so essential for living history. Think of historic factories with steam engines, steam pumping stations and the mobile heritage of railways, steamships, road vehicles and aviation.

This report focuses on the need for the continued availability of fossil fuel, like coal and oil derivatives, whilst recognizing the importance of the energy transition aimed at mediating climate change.

The negligible impact of limited fossil fuel use in the sector of industrial and mobile heritage (IMH sector) needs to be balanced against securing a positive future for the conservation and presentation of this heritage. This calls for the continued use of fossil fuel, such as coal, as a core value of industrial and mobile heritage. It is recognized that alternative fuels are under development. Should they prove viable their use will be encouraged.

The recent climate conference, COP26, adopted the Glasgow Climate Pact which included the target of gradually reducing coal use. The organizations sponsoring this report signaled the importance of the continued use of fossil fuels, where necessary, to preserve working IMH for future generations. It is therefore necessary to link the fossil-fuel-dependent IMH with the still active European coal mining heritage to maintain the production of 'heritage coal' or other 'heritage fuels' in preserved mines. Time is running out to meet this goal!

With a view to forging a strategic heritage coalition between producers and consumers of 'heritage coal' or 'heritage fuels', it will be important to press for recognition of the relevance of the new Working

Industrial & Mobile Heritage group as a contributor to future development of the European Cultural Heritage Green Paper.

Due to the small number of coal mines currently available in Europe for heritage purposes, securing coal for the future is an issue that is extremely urgent in the short-term. Creating understanding for continued use, on a limited scale, of fossil fuels for combustion engines in historic trains, road vehicles, ships and aircraft is another objective; certainly when there are no environment-friendly alternatives available.

The time has come to actively highlight the need for strategic solutions. It is about guaranteeing the availability of these fuels in the long term. For coal this can become very difficult when mines are closed or the right types of coal are no longer mined. The same can be concluded in the longer term when the supplies of petrol and diesel are cut off, or even the production of necessary oil products is stopped.

One of the options is therefore to link the fossil-fuel-dependent industrial and mobile heritage with the still active European coal mining heritage, in order to maintain the production of 'heritage coal' or other 'heritage fuels' in preserved mines as a goal. Time is not on our side in this respect!

As coal production is under direct threat in Europe, let's look at the situation for European heritage railways.

How much coal do we need? – Approximately 50,000 t/yr for Europe's heritage sector.

What kind of coal do we need? – Medium volatile bituminous coal, i.e. metallurgical coal. Sizing = cobbles or large nuts. Specifications for such coal have been issued and constantly updated by FEDECRAIL since 1995.

In which countries do we need the coal? – In practically all European countries; however, the lion's share is consumed in the UK and Germany (these two countries alone account for ca. 40,000 t/yr).

How many heritage coal mines do we need? – At least two in Europe, including non-EU countries.

Which coal mines should be chosen for preservation? – Coal mines that still profitably produce the right kind of coal for historical machinery. Only then can a smooth transition from commercial to heritage operation be achieved, both technically and politically. An important point of attention in this process will be the compliance with current standards.

The gateway through which these heritage fuels will reach the world are the historic extraction and production sites, which are also given a new (museum) status as cultural heritage. The aim is to reach and facilitate the working industrial heritage and the mobile heritage through this gateway. We recognize three stages of cohesive heritage:

- ♣ fossil fuels at museum extraction and processing installations;
- ♣ the museum extraction and processing installations themselves;
- ♣ the industrial heritage and mobile heritage to be facilitated.

These three stages justify each other in their inseparable connection.

Short-term

At the moment fossil fuels are still sufficiently available, but the market price has now become almost unaffordable, due to the link with the very sharply rising global energy prices. A request has been made to FEDECRAIL from various sides to see how we can negotiate a lower, achievable price for the entire sector of usable coal through joint purchasing. It's worth investigating!

In the long run

For the long term, maintaining the availability of fossil fuels is essential. It must also be determined under which conditions its use is permitted. This should then be part of the European (Cultural) Green Deal.

Serious thought is now being given to keeping one or more coal mines and one or more oil production installations with refineries open. This should go hand in hand with the recognition of these installations as working museums. Not a strange thought, by the

way, because so far none of the closed mines has been preserved as a working museum, nor is there a museum oil production installation with a refinery. The museum status also makes it possible to disseminate the importance of 250 years of history of the extraction of coal, oil and gas - the fossil fuels - in a broad educational sphere.

Those working fossil fuel museums, such as the coal mines and refineries, should then start producing fuels, which enable the production process to be experienced by museum visitors. This also offers opportunities to make these processes accessible to a wider audience including educational programs.

Those fuels are then no longer mined and produced in a commercial environment. They are no longer part of the global fuel energy market. This process, in which fuel as fossil fuel heritage is mined and produced without a financial profit motive, with the world of Working Industrial and Mobile Heritage as the only customers.

Takeover

The shareholders of these proposed coal mine(s) and oil production resources will be bought out, so that the production process changes from a profit-oriented shareholder activity to a cultural heritage museum process for the preservation of the fossil fuel. This fossil fuel heritage can then be used in the public presentation of the Working Industrial and Mobile Heritage and is also educational material that can be used in the education of both young people and adults.

Costs and prices

For example, the prices for the museum fossil fuel producers should be adjusted to achievable affordability by the museum buyers. This requires a clear determination of the purchase price, costs of responsible maintenance, costs for personnel and training, and future investments. In addition, developing the logistical process to bring the fuels to the museum users. In this context, a collaboration could possibly arise with the European Investment Bank, the European Union and the National Member States as a basis for the use of these recognized cultural values within the museum heritage world, with fossil fuels as an added new essential cultural value.

Green Deal

What is considered part of the Working Industrial and Mobile Heritage and therefore deserves a place in the Green Deal? The Netherlands is the only country that has a register for Mobile Heritage, in which the cultural values are recorded for the objects included in the register. A renewal and expansion is necessary, in particular for the further European route to recognition of the Working Industrial and Mobile Heritage:

- ♣ with the addition of fossil fuels as heritage;
- ♣ the working industrial heritage, in addition to the mobile heritage;
- ♣ rolling out a registration across all 27 member states and possibly non-EU states located in Europe. The Netherlands Register of Mobile Heritage could serve as an example for this. The question is whether the owner, the Netherlands Mobile Collection Foundation, would like to cooperate and under what conditions. The co-developer of the register and the value-setting framework for mobile heritage - the Dutch Ministry of Education, Culture and Science and the Cultural Heritage Agency - should also commit to support this development at European level.

Authenticity, greening and sustainability

The heritage sector is very aware of its responsibility with regard to authenticity in the conservation process and public presentation, as well as the social task of making the greatest possible contribution to making society more sustainable.

At this point you could think of:

- ♣ compensation measures, such as planting trees;
- ♣ use of heat released during the cooling of steam engines, for heating buildings;
- ♣ electric heating of steam boilers during progression from cold to working pressure/temperature;
- ♣ solar panels on museum buildings, so that the electricity used is produced mainly CO2 free.

The coherence of both the preservation of authenticity and an active role in greening and sustainability will strengthen support for the Working Industrial and Mobile Heritage.

Some preliminary conclusions

- (1) Working Industrial and mobile heritage is a very important part of the core of European cultural

identity, attracting millions of people.

- (2) Fossil fuels remain necessary for the dynamics of heritage machines and vehicles, their preservation and presentation of the objects preserving their conceptual authenticity as well, enabling to tell the right story in the right way. However the research for alternative fuels in the light of the Paris Agreements and the Green Deal is ongoing.
- (3) Due to its very limited scale, heritage-related use of fossil fuels has hardly any measurable effect on reduction of CO2 emissions and thus on reaching the goals set in Paris 2015 and Glasgow 2021. It is urgent to convince politicians and the public at large of this. It is about the balance between the minimal CO2 footprint that the working industrial and mobile heritage world indisputably will continue to make and its importance and value for society, in terms of preserving the only artefacts of past culture and technique that can be presented in a time-machine fashion, as “living history”.
- (4) Therefore, it is in the interest of society to achieve sustainable regulation of the use of fossil fuels for the working industrial and mobile heritage.
- (5) It is essential to working on a concept to safeguard the availability of fossil fuels in the context of industrial and mobile heritage and the preservation of the conceptual authenticity of the objects (artefacts) and the connected working processes in the broader perspective of heritage.
- (6) The issue of sustainable availability of heritage fuels is multifaceted.
- (7) To solve the issue of sustainable availability of heritage fuels, worldwide or at least European cooperation in the heritage field is essential.
- (8) The issue of sustainable availability of heritage fuels must be addressed at the highest level through broad international heritage cooperation, to enable sustainable arrangements with national governments, the European Union and the United Nations.
- (9) Broad international heritage cooperation can be organized and coordinated within a platform that is adequately equipped in terms of expertise and budget, based on a strategic plan.
- (10) Due to the small number of coal mines currently available for heritage purposes, securing coal for the long term is an issue that is extremely urgent in the short term.

RE-BROOMING A SWEEPER

By Joel Solomon, Rockhill Trolley Museum



Scranton Transit #107 plows the East Broad Top's branch near Blacklog Narrows.

We completed re-brooming both ends on our Scranton Transit snow sweeper trolley during the winter of 2022. Sweeper 107 has been at the museum since 1973 when it was acquired from the Magee Transportation Museum, which was closed following Hurricane Agnes and the passing of its founder, Harry Magee.

The sweeper was built in 1910 by the Chicago Joliet Electric Railway as their car 99. It is not known when it arrived in Scranton, PA, but it was sold in 1954 to Dr. Stanley Groman for the Rail City museum in Sandy Pond, NY. It arrived at the Magee Museum on May 22, 1966 and became the first car to operate there just four days later.

The car has been used to sweep snow at the Rockhill Trolley Museum multiple times, which contributed to deterioration of the brooms. The outbound end was re-broomed in the 1970s, but for quite some time the inbound end broom was in extremely poor condition, and even the outbound end was showing its age with each use.

The brooms consist of many parts. They are split in half by the drive shaft, and each side consists of four sections of forms bolted together. Each form is made up of seven pieces fastened together with curved bolts. The forms fit into the center casting, and the other end

has a ring that slides out of the way to accept the forms. The rattan broom corn is stuffed in the slots as tightly as possible to make a tight broom. Approximately 5 to 7 pieces of broom corn are used to fill each slot. There are 11 slots across the broom form 3 times around. So that's approximately 250 pieces per form, or 2,000 bristles per broom.

After talking about it for quite some time, our volunteers decided to just do it. Starting on a Friday evening in January 2021, one end of the car was taken apart. Several of the wood slats were in very poor condition, so in order to get one end completed quickly, the other end of the car was disassembled to provide parts to complete the first end.



Disassembling the broom.

Our friends at the Pennsylvania Trolley Museum gave us some ideas about how to soften the broom corn. We found that soaking was not the best way to do it. We ultimately used plastic bags that could fit approximately 50 to 75 pieces of broom corn and steamed them for about 45 minutes. This made them pliable (though very hot!) which allowed us to bend them and install them into the broom forms, which had previously been cleaned and painted.

The first end of the car was completed over just two weekends in January 2021, as we had enough usable wood segments between the two brooms. However, to do the other end, 54 new wood pieces for the forms had to be made. Making the slots or notches in each piece required a tremendous amount of table saw work. Numerous volunteers worked together to make over 3,000 cuts for the forms.



The new broom form pieces as cut, and after being finished, are installed around the sweeper shaft.

They were then primed and painted. Then 224 holes had to be drilled to be able to bolt them together with the new curved bolts. Then we had to stuff the 2,000 pieces of broom corn, completing the eight forms for the second end of the car. Several different methods for stuffing the brooms were tried in order to expedite the installation and trimming process.



Broom corn in plastic bags for steaming, and being inserted into the broom forms.

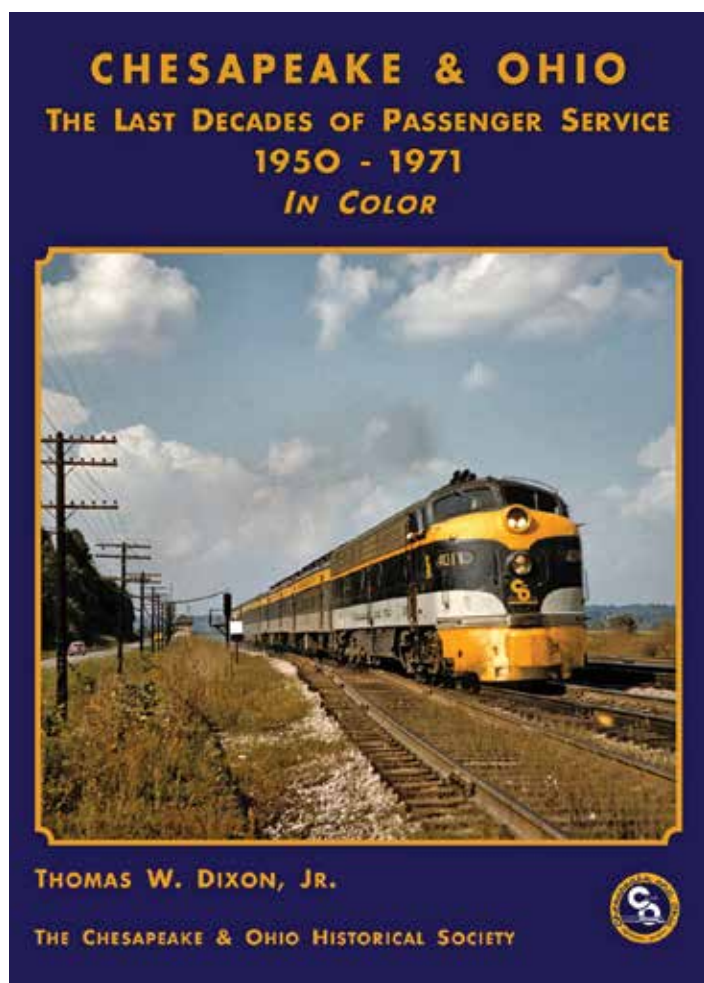


The finished broom.

The eight forms were completed and reinstalled on the car completing the broom project. On a Saturday evening in March, 2022, a test trip was made around 9:30, unfortunately without snow. We're still waiting for that snowstorm to give the brooms a try!

PUBLISHING BY RAILROAD HISTORICAL SOCIETIES

By Aaron Isaacs, HRA editor



An unprecedented amount of railroad history is being published by railroad-specific historical societies, as well as a handful of museums. This is a trend that has accelerated in recent decades. Everyone is probably aware that many of them have upgraded their newsletters to full-fledged color magazines that appear one to four times annually. These cover many aspects of the railway's history that are too large or elaborate for their bi-monthly magazine. Some of them, although still called magazines, have grown into good sized paperback books.

A smaller subset of historical societies are publishing books, many of them hard cover. It's not a completely new phenomenon. The Colorado Railroad Museum, Central Electric Railfans Association and Bytown Railway Historical Society are long-established

publishers. Here are others that have emerged in recent years.

Burlington Route Historical Society

Although the Burlington Bulletin is usually a magazine, at least three of them have reached book length.

Central Electric Railfans Association

The CERA has been around since 1938 and began publishing small bulletins the same year. They expanded to book size in 1952. The first hardbound book appeared in 1965. Goal is one book per year which goes to members in exchange for their dues. Additional copies are printed for sale to the public. According to publications director and editor John Nicholson, authors usually approach CERA with book ideas. He says it costs about \$40,000 to produce a good-sized book. There are multiple projects in the pipeline, despite membership dropping from 1100 in 2015 to about 650 today.

Chesapeake & Ohio Historical Society

COHS, organized in 1969, is one of the most prolific publishers. According to Thomas Dixon, their main author, the Society is able to draw from an archive of over 200,000 photos and 250,000 company drawings. Since 1972 it has published almost 100 books. Currently it has a regular schedule of four (one per quarter) 96+ page softbound books. These cover many aspects of the railway's history too large for or to elaborate more than could be done in their bi-monthly magazine. Also, it publishes at least one, sometimes more, larger hardbound books each year.

Books in the past couple of years have included:

Willaim Rittase, Photographer and the Chesapeake & Ohio – Hardbound deluxe edition, 176 pages.

Quarterlies for 2022:

C&O's H7 Class 2-8-8-2 Locomotives

C&O Diesel Switchers

West Virginia Coal Hauling Railroads

C&O T-1 Texas Type Locomotives

Quarterlies so far for 2023:

C&O's The Chessie, The Train that was But Never Was

C&O's Virginia Air Line (VAL) Subdivision

New larger hardbound book for 2023:

C&O Equipment, Facilities & Operations 1950-72 –
Hardbound, 256 pages, 500+ Illus.

Recent Color books include:

Chesapeake & Ohio – Decades of Change – 1961-1981 in
Color – Hardbound, all color, 144 page

Chesapeake & Ohio Passenger Service, The Last
Decades, in Color – hardbound all color 144 pages.

Chicago & Northwestern Historical Society

C&NW and CStPM&O Locomotive Facilities/ Engine
Terminals, Books 1 and 2

The C&NW Business Train

C&NW Final freight Car Roster

CGW Depots

Depots on the M&StL

Colorado Railroad Museum

Founded in 1959, the museum published its first
Colorado Rail Annual in 1963. The 1963-69 issues were
small. They expanded to book size in 1970 and 27 have
been published to date. The requirement to produce an
Annual every year has been abandoned, but another
dozen or so non-Annual hardbound books have been
published. Recently the museum published two smaller
books to accompany the history and restoration of Rio
Grande Southern 4-6-0 #20. Authors draw from the
museum's extensive library and archive. The goal has
always been to make the information available, rather
than make lots of money.

Illinois Traction Society

The Illinois Terminal Railroad

Milwaukee Road Historical Association

Milwaukee Road's Dubuque & Illinois Division

Milwaukee Road's River Division

A Brief History of the Milwaukee Road

The Milwaukee Road in Chicago

The Milwaukee Road in Milwaukee

The Beer Line

Minnesota Streetcar Museum

Twin Cities by Trolley

Twin Ports by Trolley

Twin Cities Trolleys in Color

Missouri Pacific Historical Society

Selected Photographs from the MoPac Historical
Society Archives

Down the Iron Mountain Route

New York Central System Historical Society

NYC Diesel Locomotives

Know Thy Late Mohawks

Know Thy Early Hudsons

Norfolk & Western Historical Society

Cabooses of the N&W

The Shenandoah Valley Line

Pennsylvania Railroad Technical & Historical Society
is another of the publishing heavy hitters with its
Keystone magazine and books.

The P5 Electrics

The Golden Triangle

Pennsy in the Steel City

Pennsy in the 1960s

Pennsy in the 1950s

PRR Flat cars

Prophet's Pennsy

From the Midwest to Florida, Vol. 1 and 2

The TTX Story

Conquest I and II

Liberty and Capitol Limited

Santa Fe Railroad Historical & Modeling Society

Among the most prolific of the historical societies,
they produce the quarterly Warbonnet magazine and
two full sized books per year. I talked to publications
head Bob Walz. The books are intended to cover every
aspect of the Santa Fe, with series devoted to specific
divisional histories, passenger car types, freight car
types, and commodities. Three photo books have been
published. But there's more. The monograph series
is less than 64 pages with topics such as Santa Fe's
Organizational History and the History of Rail Testing.
They've just issued their first biographical book, 40
Years on the Santa Fe. Walz says that authors regularly
approach the society with proposals and there are
currently 10-15 titles in the pipeline.

Authors produce a manuscript and receive a 10%
royalty upon publication. For many years John R.
Signor was the editor and designer, converting the
manuscripts into the finished product. He has retired
from the job and been succeeded by his son Jonathan.
The Society has two archives that help with book
creation, in Temple, TX with a paid archivist and in San
Bernardino with volunteers. However, source materials
and photos are drawn from many different sources.
Jostens is the publisher.

The books are the Society's primary revenue source. Walz works with the Board to set the price. They look for a book to break even in ten years. A typical run used to be 1500, but is now 750. That reflects the society's reduced membership, which has shrunk from 2500 to 1600. The Society does not own rolling stock, but has a preservation fund and gives grants to museums for equipment restoration. Examples include the Alco PA at Museum of the American Railroad and the FP45 at Southern California Railway Museum.

Titles include:

Los Angeles Division
Santa Fe's Illinois Division
Santa Fe to the Bay
Santa Fe on the Great Plains
The Joint Line
The Orient
Colorado Division Speedway
Raton Pass
Steel Trails: Chasing Arizona Trains in the 1950s
Heart of the Santa Fe: The Middle Division
New Mexico Division
Eastern Division
The Santa Fe and Grain Story
Live Stock Operations
Stan Kistler's Santa Fe
The One-spot Twins
Gulf Colorado & Santa Fe Depots
Watching the Trains Go By
Depots: The Eastern Lines
Steam Compendium Vol. 1 and 2
40 Years on the Santa Fe

Shore Line Interurban Historical Society publishes the quarterly First & Fastest magazine on Chicagoland rail subjects. In recent years it has added larger paperback Bulletins. The two latest are Bulletin 13: A celebration of Chicago Railroads and Bulletin 14: Chicago-Twin Cities Passenger Trains (Fall 2023).

Southern Pacific Historical & Technical Society
According to publishing coordinator Dave Hambleton, the Society began printing softcover books in the 1980s. Now the books are hard cover, and their website lists 27 titles. Like the Santa Fe society, they go into great detail on operating divisions, and types of rolling stock, plus other subjects that authors want to cover. Hambleton says production is sporadic and generally the costs are covered by book sales.

Terminal Railroad Association of St. Louis Historical & Technical Society

The society originally published a quarterly magazine. Editor Larry Thomas determined there was a lack of coverage of the passenger trains that served St. Louis. He responded with a book-length issue in 2000 on the New York Central's Southwest Limited. More followed and Thomas discovered that passenger train issues sold out the 1000-copy run. Now the society produces one book-sized issue each year. Freight and other TRRA subjects are covered, but passenger trains have become the specialty. Who knew the Zephyr-Rocket would be a big seller, but it was. The most recent covered the Missouri Pacific-Nationale de Mexico Aztec Eagle. A Wabash issue is in the works.

Here are last ten years' worth.

Issue 72: The Zephyr-Rocket
Issue 73: Nickel Plate comes to St. Louis.
Issue 74: TRRA's Madison Yard
Issue 75: The Frisco's Meteor
Issue 76: The Alton & Southern
Issue 77: The Zipper and other C&EI Trains
Issue 78: The B&O National Limited
Issue 79: The Manufacturers Railway
Issue 80: TRRA All-time steam locomotive roster
Issue 81: The Golden State connection
Issue 82: The Mexico-St. Louis Special

The TRRA Society doesn't maintain a large archive, so Thomas has cultivated a network of private collectors and library collections, from whom he pulls the needed materials. Assisting him are a group of railfans with specialized knowledge who contribute chapters to each book. Photos are gathered from a number of sources, including the Newberry Library, Bob's Photos, and a number of photo vendors. It took donations to get the publishing program off the ground, but now it covers its costs from sales.

Union Pacific Historical Society
The Camas Prairie
Cabooses of the Union Pacific
Ogden Rails
Union Pacific Northwest
Union Pacific's M-10000

HERITAGERAIL ALLIANCE COMMERCIAL MEMBER DIRECTORY

ADAMS & WESTLAKE

Adlake.com
Railcar components

CONTINENTAL FABRICATORS

confabinc.com
Fabricating pressure vessels
and components

DIAMOND RAIL GROUP

diamonddrailgroup.com
Rail equipment appraisal,
maintenance and repairs

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

McHUGH LOCOMOTIVE & EQUIPMENT

mchughlocomotive.com
Diesel locomotive maintenance and repairs

McRAIL INSURANCE MANAGERS

mcrail.bordenperlman.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

RAIL GLIDERS

www.railgliders.com
Rail bike manufacturer

ROCKETREZ

Rocketrez.com
Ticketing, event and crew management
systems

SIERRA RAILROAD COMPANY

www.sierrarailroad.com
Tourist railroad operator

STEAM OPERATIONS CORPORATION

steamoperations.com
Locomotive repairs and maintenance

STONE CONSULTING

Stoneconsulting.com
Planning, engineering professional services

STRASBURG RAIL ROAD

Strasburgrailroad.com
Locomotive repairs and maintenance

SUNDANCE MARKETING

Sundancepins.com
Railroad emblems, pins

THOMAS LICENSING

Dayoutwiththomas.com
Thomas the Tank Engine licensed events

Executive Director Wanted

Southeastern Railway Museum, Duluth, Georgia

Now in its 53rd year, the Museum's mission is to provide an educational atmosphere that vividly brings to life the cultural, technical, and historical importance of transportation to our region. The 35-acre campus includes a restored historic train depot building, six other buildings (including ones displaying full-sized railway equipment) and over 100 pieces of equipment.

The compensation package will be competitive and commensurate with experience, with a salary range of \$90,000 - \$110,000. To submit an application, visit www.columnsfundraising.com/search. All inquiries related to this opportunity should be directed to: Railway_Museum@columnsfundraising.com.



LOOKING FOR A GREAT NEW WAY TO BOOST REVENUE
AND REACH NEW MARKETS? A RAILBIKE PROGRAM
USING OUR REVOLUTIONARY NEW RAILBIKES IS
JUST THE TICKET.

WHY RAIL GLIDERS?

HASSLE-FREE

Designed to be operated and maintained with a minimum of staff and skill, they will ensure the profitability of your business.

HIGH BUILD QUALITY

Industrial-quality construction means a long life of reliable and exceedingly low-maintenance operations. No mid-trip breakdowns in the busy season.

MADE IN THE USA

Manufactured in Pennsylvania. Customer service based in Pennsylvania available **24/7**.



Get in touch with us today to discuss how we can implement the right Glider program for you!

www.railgliders.com

LIGHT WEIGHT

A total weight of only 240 pounds.

STEEL RIM TIRES

Steel rim tires on steel rails = no friction. Bikes glide effortlessly and 6.5" pedal cranks make pedaling easy.

REVERSIBLE SEATS

The Rail Glider **NEVER** needs to be lifted to change direction. Merely reverse the seats and flip the switches to pedal in the other direction.

