

TOURIST RAILROADS & RAILWAY MUSEUMS



Number 12

Spring 2013



In this issue Frank Kyper gives an update on tourist railroads and museums in Hawaii. Locomotive #302 (Whitcomb 1944) pulls a Hawaiian Railway train on Oahu. See page 18. Mike Lloyd photo, courtesy Hawaiian Railway Society.

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PRESIDENT'S COLUMN

By G. Mark Ray

Savannah, GA, was the location of the Spring 2013 ATRRM Spring Conference and what a great time we had. Scott Smith, Terry Koller, and the rest of the Coastal Heritage Society put together a great two-day package of educational seminars and technical presentations. Although Mother Nature handed us some chilly weather, we still managed to enjoy a feast of a low country boil and the sound of a 28 pounder being fired in our honor at Fort Jackson. Many thanks to the Coastal Heritage Society and we all look forward to returning there soon for a Fall Conference.

We also had our first strategic planning session. Our Chief Strategist, Don Evans, led us through the planning session and introduced a draft mission statement for the board to consider. We will vote on its adoption in October. Key components of the strategic plan include development of a marketing plan; pushing forward with advocacy initiatives including the development of important governmental relationships; strengthening our relationship with the American Alliance of Museums, the American Association of State and Local History, and the American Short Line and Regional Railroad Association; and broadcasting the impact our industry has on local economies.

Summer is coming and most of us are about to get into our busy seasons. Take some time early this summer to keep an eye for important email blasts from Suzanne. The new website will be launching soon and you will not want to miss it. Fall Conference information appears on page 6 of this issue. October will be here way too soon and the folks at Orange Empire are putting together a great show for us. But most of all, be well and keep everyone safe!

**THE INCOMPLETE SAGA OF
SOUTHERN OFFICE CAR #16**

By Tom Klobas,
Arizona Railway Museum

This is a story, but it has no end - at least not so far. The subject is a standard gauge railroad business car. Oral testimony says it was built in 1879 in Worcester, MA. By whom and for whom are unknown. What we do know is that in 1995, this car came into the possession of the Arizona Railway Museum in Chandler, AZ. It was donated by the family of its last owner upon his death.

It's a wood frame car with wood siding and side sills but steel center and end sills. It also has steel sheathing covering its exterior which is painted in Southern Railway green. It bears the number 16 and is adorned with the name "Desert Valley." It is 73 feet long (coupler to coupler) and 10 feet wide. It has two three-axle trucks equipped with plain journals, and a vestibule platform with stairs at one end. The interior is divided into a lounge area, two bedrooms, a lavatory, a dining room, a galley and crew quarters. It possesses an ice storage area under the car together with a fully intact DC electrical cabinet. It also shows the addition of a roof-top radio antenna. The car is completely furnished although none of the furniture appears to be of original vintage.

My task? Try to find out as much as possible about the history of this car, a car of obvious Southern lineage but which finds itself seriously mislocated to the Arizona desert, a thousand miles from any past affiliate of the Southern

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Coming Together In California!

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

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

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

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

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

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

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

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

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

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

The hotel has asked us to make reservations early. We have been fortunate enough to secure a very large block of rooms at the Mission Inn, but we have also been told that if reservations are not timely made we will lose rooms. The Mission Inn can be reached at (951) 384-0300.

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

See you in California



Railway. Why? This car deserves to be nominated for placement on the National Historic Register. But who built it? For whom? And when and where? This is the story of that search – one of nationwide scope which has consumed nearly three years and for which I have experienced both joyous discoveries and soul crushing disappointments. But it is foremost the story developing relationships with a legion of thoughtful and helpful people who have a love and understanding of all things historical. With their continued help, I may one day be able to write the last chapter of this story.

The beginning: rumor and disappointment

No documentary records accompanied the donation of this car to the Museum. The only information was through word-of-mouth which mentioned that the car came to the Southern from the South Carolina and Georgia Railroad, an early Southern predecessor. Physical examination of the car provided only one clue as to its origin: the original wood siding underlying the steel sheathing did not appear to be the yellow pine authorities describe as indicative of southern wood car manufacturing techniques.

Southern business car #16 at the Arizona Railway Museum.

The internet has proven to be a god-send for investigations of this type. However, needing records that were well over a century old, this resource often demonstrated its limitations. We began with the most obvious “lead”: that the car was the product of Pullman manufacture.

The car building records of the Pullman Corporation (then called the Pullman Palace Car Company) happen to be some of the most accessible, organized and comprehensive collection of private business records available to the public. With the able assistance of archivists at the Newberry Library in Chicago as well as the Illinois Railway Museum in Union, IL, their respective collections were searched for any record of a wood business car built in Worcester, MA in 1879. Even with the understanding that many early Pullman cars of that era were built by others under contract for Pullman, nothing surfaced. Even more disappointing, it seems that Pullman manufacture at Worcester did not begin until the 1930s when it merged with Standard Steel Car Company. Thus

began the first of a long line of disappointments. Was the date wrong? Was Pullman not involved? Was Worcester the proper birthplace? It was time to look elsewhere.

You can almost smell success

The next step was to search for records which might detail its history with the Southern Railway. For this reason I made contact with George Eichelberger of the Southern Railway Historical Association in Atlanta, GA. From “Ike”, I learned that the Southern Railway records were not all in one place and many of those that exist are not very well catalogued. This was especially true for passenger car records, including “office” cars as the Southern dubbed its business varnish. However both he and Tim Andrews, now of the Tennessee Valley Railroad Museum in Chattanooga, TN, served as knowledgeable sources of information that helped me to understand many of the Southern’s traditions regarding the handling, numbering, modification and assignment of its office cars.

Major help was provided by links associated with the SRHA website, particularly those attributed to Allen Stanley and Tom Dasplit. From those links, I was able to obtain car diagrams,

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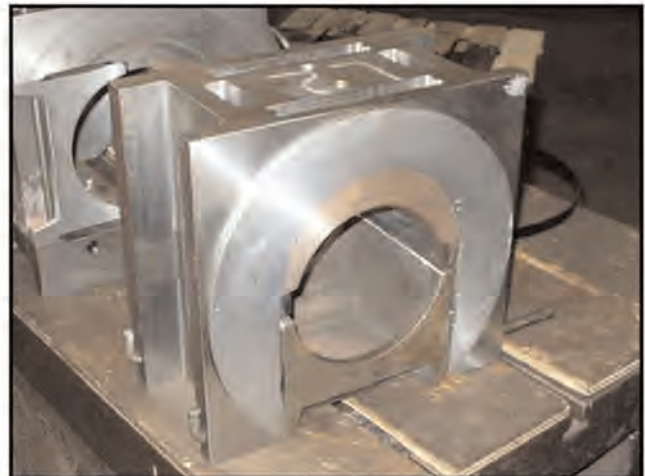
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roster re-numberings, and executive assignments for these cars. I was now able, with only occasional breaks, to follow the history of #16 from its origin as South Carolina & Georgia #101 and later as Southern #115, #111, #11 (in 1912), #9 (in 1920), #6 (in 1921), and finally #16 (in 1946 until its retirement in 1967). I was also able to learn how the Southern did a major rebuild of the car in 1924 installing steel center and end sills along with steel sheathing over the exterior wood siding. Six-wheel trucks were installed in 1924, an ice-activated air conditioning system in 1939, and a radio antenna system in 1955. And finally confirmation that it was built in 1879!! My joy knew no bounds.

Builder? None was listed on any of the documents. It was just lumped with the other aged wooden office queens, in report after report, under the category "various builders", a term I truly came to hate. But I could not conceive of submitting anything to the National Register without including who built the dang thing!

The great builder hunt

Well, how many car builders could there have been in 1879? Dozens and dozens it turns out. The internet proved useful here. For example the resource entitled "Railway Car Builders of North America" at http://www.midcontinent.org/rollingstock/list/bldr_list_O.htm#O proved most helpful if not a bit depressing. Why not try Worcester, MA?

The major car builder at Worcester in 1879, (and later absorbed into Standard Steel Car and then into Pullman) was Osgood Bradley. Using the services of the Worcester City Library Information Desk, I was able to determine that early corporate records for Osgood Bradley are maintained in the Baker Library at Harvard Business School. Contact with the Baker librarian determined that car construction records for 1879 were missing!! They had been sent in the 1950s to an unnamed museum in Oklahoma. Rats, another dead end.

Back to searching for other records. How about anything to do with the South Carolina & Georgia Railroad? The SHRA didn't have any but the Southern's successor might. It was time to contact the Norfolk Southern. Internet searching revealed that those records were reportedly kept at Virginia Tech University at Blacksburg, VA. Turns out they were but are no longer there. The University's archivist reported that the records had been reclaimed by NS and that they may not be easy to access.

An old friend of the Museum, the late Fred Springer of Santa Fe, NM, thought he might be able to help. He referred me to an NS executive with a

love of railroad history, Bill Schafer. Mr. Schafer, who recently retired from the NS, put me in contact with the NS chief archivist, who after indicating he would begin his search "next week", promptly resigned (I began to harbor the thought that this search was truly cursed.). However, after a period of time had elapsed, the archivist position was filled by Jennifer McDaid who was able to resume the search once she determined where the South Carolina and Georgia archives were located. Alas, nothing related to the business car was found despite a thorough search of documents in two archive locations. Bummer.

Interviews with John White, passenger car historian extraordinaire, and southern railway historian Professor H. Roger Grant of Clemson University were unable to provide any direct information to assist me. I was getting a little bit desperate at this point.

Interstate 101

A side note is in order at this point. According to Poor's Annuals for the period, the South Carolina and Georgia had two business cars on its roster prior to its merger with the Southern in 1899. The second one, reportedly built in 1870, went on to become the famous Interstate 101 now doing duty as a tourist information center in Big Stone Gap, VA. That car has strikingly similar characteristics to the Desert Valley, but attempts to clarify its origin have also led to inconclusive results.

South Carolina & Georgia Railroad

With the Norfolk Southern archives having provided no help, it was time to look at what other records might exist for the SC&G. It is the subject of a 1975 book, "Centennial History of the South Carolina Railroad", by Samuel M. Derrick. Examination of the book reveals no mention of the business cars but does detail that the railroad's gauge until 1886 was 5'4", a fact which may have impacted when and from whom their business car #101 was obtained.

Inquiries to several historical groups and libraries in South Carolina, including one which was the repository for Mr. Derrick's papers, led nowhere.

So how did a car like you end up in Arizona?

As I described earlier, the Southern Railway's records are a scattered lot. The SHRA and the NS only hold a portion of them. Another source is the Southern Museum of Civil War and Locomotive History in Kennesaw, GA. Assistant Archivist Daniel Pete was able to locate SR executive correspondence detailing the retirement of Office Car #16 in 1967 and its subsequent sale (with several others) to

the Houston Sports Association for \$10,000 each. That group is believed to have had the famous politician, and sports and entertainment mogul Judge Roy Hofheinz among its major participants. Hofheinz, for whom the terms "colorful" and "flamboyant" were made to order, was described by his biographer as a major collector of various items. Apparently this included railroad cars. Some rumors indicated that he was attempting to develop a railroad-oriented resort complex to be adjacent to his Astrodome and Astroworld properties in Houston. Those plans never reached fruition and apparently that failure resulted in the dispersal of the cars to various purchasers - possibly in the late 1970s. One of these, Southern #16, was sold to the Phoenix Cotton Pickery and relocated to Arizona. In 1982, it was purchased by Mr. Russell Joslin who used it as a personal office and christened it with the name "Desert Valley". Upon his death, his family donated it to the Arizona Railway Museum.

End of story?

I hope not. I still harbor the hope, perhaps better described as a delusion, that somewhere in some dusty and yellowed document in the hands of an elderly former railroad employee, or in the mildewed and long-forgotten volumes of a bankruptcy proceeding (the SC&G went through more than one), or in some uncatalogued batch of undistinguished papers given to a museum by family members of a deceased rail fan is the answer, the holy grail of this quest - just who built Office Car 16?

Anyone who feels they might be able to assist in this quest is encouraged to contact the author via the Arizona Railway Museum at www.azrymuseum.org.

UP OR DOWN?

And what are you going to do about it?

By James Porterfield

The overall tone of the call was cordial. I'd placed it, in this case to a well-known railway heritage tourism industry leader, as part of my fund-raising effort on behalf of the Center for Railway Tourism. A career in sales taught me to expect objections. But in this case the sum of the objections he raised took me aback. They went something like this:

1."We're in a declining industry. Attendance is off."

2."As a result, things are really tight right now."

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

The sound of me initially sputtering in reaction to these statements had three sources:

First, how do you know the industry is in decline? In the last issue of TRRM, this column bemoaned the railway heritage community's inability to produce benchmark data on attendance, revenue, employment, and economic impact. In the face of such a paucity of information, it strikes me that no one can speak definitively on the state of growth or decline in the industry.

One can, however, make a statement about the situation at his or her operation. But that is mere anecdotal evidence - see more on this below - that has no bearing on the state of the industry.

Here's what we do know: Heritage tourism, nation-wide and internationally, is a growth industry. How do we know this? A recent U.S. Travel Association study found that:

81% of all tourists, defined as those who went on a trip that took them at least 50 miles from home, engaged in at least one heritage tourism activity.

21% of these travelers are frequent heritage tourists, making more than three such history/culture-related trips per year.

Most heritage tourists undertook their trip specifically because of historical or cultural events or attractions.

And from Jascha M. Zeitlin and Steven W. Burr, in A Heritage Tourism Overview, published by the Institute for Outdoor Recreation and Tourism at Utah State University in May 2011, the summary observation that, "heritage tourism is a component of most American tourists' trips."

There are an estimated 120 million leisure travelers each year in the United States. A rough crunch of these numbers yields 140 million visitors to a heritage tourism venue in 2012.

More specifically, a report titled Summary Analysis of Heritage Tourism Trends and Economic Impact Nationally and in New Jersey, published in 2010, summarized research on this topic over the years as follows: "Since national organizations, such as the U. S. Travel Association (formerly the Travel Industry Association of America/TIA) and the National Tour Association, began tracking interest in and visitation to historic attractions more than two decades ago, heritage tourism has steadily demonstrated incremental growth as a segment category overall."

Another report, this one from Mintel International Group Ltd. titled Cultural and Heritage Tourism -- International,

summarizes United Nations Educational, Scientific and Cultural Organization data as showing cultural and natural heritage tourism to be "the most rapidly growing international sector of the tourism industry." Further, while acknowledging that international data on the size of the market is hard to come by, the Organization for Economic Co-operation and Development and the UN's World Trade Organization reported in 2007 that cultural - synonymous with "heritage" - tourism accounted for 40 percent of all international tourism, up from 37 percent in 1995. That 8 percent growth occurred over a period of high international tension, social upheaval and eventually, economic challenges.

Finally, from one of the most cited recent studies of heritage tourism, The Cultural and Heritage Traveler, 2009: Report of Findings, prepared by Mandala Research, LLC, and commissioned by the U. S. Cultural & Heritage Tourism Marketing Council, this finding: "The majority of leisure travelers indicate that they will take either the same amount or a greater number of leisure trips in the next 12 months compared to a typical year." So not only has the industry grown over the past 20 to 30 years, it is likely to continue to grow.

Now consider this: The second reason for my sputter, then, is that I was

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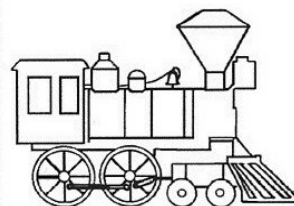
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trying to determine how - or even if - I should go on to ask the obvious question: If the industry you are in, heritage tourism, is growing, and your operation, (insert name here), is declining, shouldn't you be trying to learn what you are doing wrong and develop strategies to correct the mistakes you are making?

I realize this is a plug for the Center for Railway Tourism, which has as its primary purpose to work to ensure the future success of railway heritage tourism, but whether you are talking about your own operation when you say things are in decline, or summarizing anecdotal information you've picked up from others, your observation should be a call for action, not a reason for inaction.

And about that steam locomotive

First, know I love steam locomotives as much as anyone in our community. It's the only motive power you'll find on my HO-scale layout, and I pay a guy plenty to install DCC and sophisticated custom sound components in each of them to make their operation as realistic as possible. Early in the semester, I use video footage of the real thing operating a speed - volume on "high" - to engage students in my railway heritage classes. Besides, we could be talking about any

capital project that is putting a strain on your budget.

But here the sputter-inducing follow-up question has to be an echo. Can you cite any reliable - not anecdotal - evidence that assures you that by restoring that locomotive you are going to turn your declining fortunes around? Would it be wiser and more helpful to be one of many to contribute \$25,000 over five years to a combined effort to identify why you and others (if there are others - remember yours is anecdotal evidence) are experiencing decline, target opportunities for growth, and set to work insuring there will be people who want to see that steam engine under way when it's finished?

Does it make any sense to invest millions in a project for which, in 10 or 20 years, there may be no interest? Is the then-rusting equipment at your railway heritage venue going to be sold for scrap and the deteriorating buildings on your property bulldozed for a new supermarket? The fast-moving changes to the nation's demographics, especially age, gender and ethnicity, are not going to wait for you to figure them out and catch up.

To get you started

In response to the recent economic downturn, the National Trust for

Historic Preservation has created a best-practices website with 100 case studies that offer lessons learned from those "attractions and marketing organizations standing up to the challenge and finding ways to survive." You can review the entire list, or search for specific ideas based on type of attraction or organization - i.e., heritage area, historical society, museum/historic site, etc. - and among eleven strategies, from "Balancing Your Budget" to "Take Advantage of Tech," you want to consider. The range of ideas is refreshing. Go to: www.preservationnation.org/survival-toolkit

To attract young members

September, 1993, Theodore Kornweibel, Jr., wrote, in an article titled "Pass It On" in TRAINS, about steps "adults over 50" can take to encourage "rail consciousness" among young people. He describes those then over 50 - now over 70 - as being the only ones who can share a first-hand appreciation of one of the most important and romantic chapters in American history. In closing, he observes, "If we are even halfway passionate about railroading, we will want to ensure that future generations share the same enthusiasm. But don't



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count on that happening automatically through our educational or cultural systems. It won't, unless you and I use our profession or avocation as an opportunity to do more than gratify ourselves. We have a legacy to preserve." It's true today as well: Passing it on is a moral as well as an economic imperative.

CHIPPEWA VALLEY RAILROAD

By Aaron Isaacs

One of the more unusual tourist railways runs on a mothballed line out of the small town of Durand, in the hills of western Wisconsin. A dozen times each year, the Chippewa Valley Motorcar Association hosts nature tours for local environmental organizations on five miles of a former Milwaukee Road branch that is the only access to a large wildlife refuge.

In 1882-83 the Milwaukee Road built a 45-mile branch up the Chippewa River valley from their Mississippi River mainline at Wabasha, Minnesota to Eau Claire, Wisconsin. Its most unusual feature was a bridge across the Mississippi with a pontoon swing span that survived until 1952. Thereafter, trains used trackage rights over the Burlington's Twin Cities line from Winona, Minnesota to reach the branch.

Like so many low-density Milwaukee branches, it led a quiet existence, finally expiring in 1977. That wasn't the end, however. It was

purchased by Northern States Power Company, which planned to build either an online coal or nuclear power plant. The plant never happened, and is looking increasingly unlikely, but much of the line remains intact. The northern end is now a state trail.

Enter the Chippewa Valley Motorcar Association in 1995 to take advantage of this empty railroad just sitting there. They leased 11 miles from NSP (now Xcel Energy), cut brush, fixed some washouts and began running. Gradually they reopened five miles.

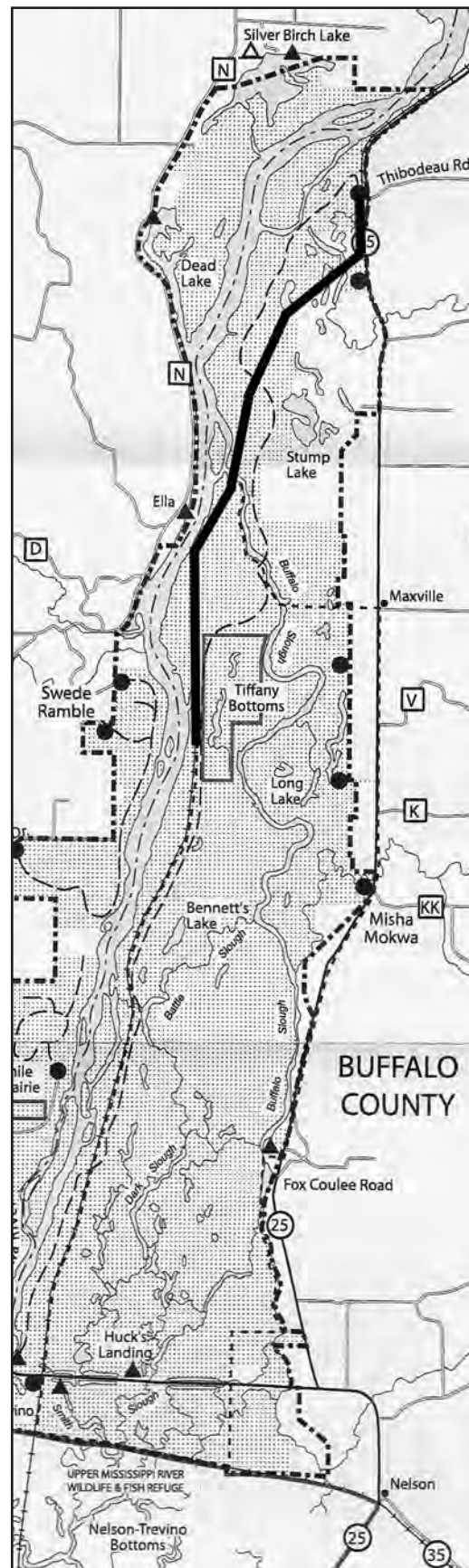
Those miles start next to a state highway three miles south of Durand and immediately swing away toward the river, penetrating the heart of the Tiffany State Wildlife Area. The Chippewa valley is broad, with a large flood plain and network of backwaters. It floods seasonally and contains a wide variety of ecosystems including forests, marshes and restored prairies. The railroad passes through on fill and features five bridges over back channels.

Because there is no road access into the wildlife area, it didn't take for local naturalists to contact the Motorcar Association to charter trains. They are concentrated in May, June and September. Mid-summer trips are avoided because of heat and the predations of mosquitoes, deer flies and ticks. As our guide put it, "Come down here in the summer and you're a blood donor."

The business plan is straightforward—one of a half dozen nature groups runs two four-hour trips



A 12-car speeder train carrying 70 people prepares to depart the terminal, three miles south of Durand, WI.



The Chippewa Valley's 5-mile ex-Milwaukee Road line passes through the middle of the roadless Tiffany Bottoms wildlife refuge. Future extensions are planned.



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The Chippewa Valley train crosses one of five bridges over backwater channels.





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Opposite: The train makes multiple stops for nature walks and talks. Note that each speeder is painted for a different railroad.

Above: Shortly before the line was abandoned in 1977, a boxcar derailed on this bridge over Buffalo Slough and overturned. It has been there ever since, and is a regular stop on the motor car trips. Note that the train is restroom-equipped.

on a weekend day, one morning and one afternoon. The sponsor group handles all the ticketing, with online reservations via theirs and the Motorcar Association's websites. They typically charge \$15-25 per person, with the Association getting a \$5 cut. This provides sufficient revenue to support the railroad.

The train itself is motorcars maxed out. Passengers ride on ten depowered gang cars coupled and sandwiched in "pull-pull" fashion between a pair of large Fairmount speeders. Trailing the consist is a low-slung cart carrying a porta-potty. This motley assemblage can accommodate about 70 passengers and was full the day I rode.

The train makes periodic stops at environmentally significant sites. On-board naturalists give talks and lead walks away from the train, then it's on to the next stop. There's one significant railroad attraction. Down an embankment at the steel truss bridge over Buffalo Slough is a 40-foot steel boxcar. It derailed on the bridge in 1977 and was never salvaged. One can see where it cut the ties and dented the truss.

Track speed is about 15 mph, which is loud, jarring and seems plenty fast. Most of the rail is 65 or 70 pounds, with much of it dating from the line's opening. The light track structure is a bit wobbly and uneven, but sufficient for motorcars. There are no plans to acquire actual locomotives or coaches, as that would increase track

maintenance to an unsustainable level.

The Association periodically replaces ties, sprays weeds and repairs the occasional washout. The south end of track at the 5-mile mark is blocked by a large washout. The Association has a bridge kit awaiting installation and hopes to extend service another three miles once it is installed in a year or two.

North of the boarding area the track is intact for three miles along Highway 25 into Durand. The Association has rights to run on it, but it's tied up in a court case where an adjacent property owner is claiming adverse possession of the right of way. The railroad right of way was originally acquired through full ownership, not an easement from adjacent property owners, so it is expected that the court will reject the adverse possession claim.

RAILS HAWAI'I 2012: The second time around

By Frank Kyper

My wife and I and our three then-teen children made a whirlwind, three-week, four-island trip to Hawai'i in 1989. Priority One was to visit the existing railway operations in the 50th state, already totally entrenched in the preservation and restoration modes. We savored—and, in most cases, rode—four narrow gauge railway operations on the islands of O'ahu, Kaua'i, and Maui. The fruits of our trip lingered—with articles I wrote appearing in *Hawaii Magazine* and *Railfan & Railroad*.

Fast-forward 23 years. Our younger daughter and her husband now live on O'ahu with their menagerie of five dogs, two cats, a guinea pig, and two horses. A changed lifestyle made it possible for my wife and me to enjoy over two leisurely, unhurried months in late 2012 on the mid-Pacific tropical archipelago. Much to our pleasant surprise, railway activity on the islands has increased exponentially since 1989. While the rail focus of our trip in 1989 was of necessity limited to all that was available at the time—the Hawaiian Railway Society near Pearl Harbor; the Grove Farm Homestead outside Lihue, Kaua'i; and the Lahaina, Kaanapali & Pacific RR and the Alexander & Baldwin Sugar Museum, both on Maui—in 2012 not only had two of them expanded but there are now at least double that number of active rail sites statewide.

A dramatic indication of the growth since 1989 of Hawai'i's rail heritage is the repatriation or expected return of six former Hawaiian steam locomotives from the mainland and the Philippines. The accompanying table summarizes

what is where. This is a report on the two islands—O'ahu and Kaua'i—we visited in 2012; we plan to return to visit Maui and the Big Island of Hawai'i in another year or so.

Hawaiian Railway Society

It's been a long haul for the 36-inch gauge remnant of the Oahu Railway & Land Co. that once ran for 71 mainline miles out of Honolulu's west side and circled about half the Island until abandonment in 1947. Today, about 11 miles remain, extending from Pearl Harbor's West Loch, past the HRS's small yard and shop at Ewa, due west until it rounds a curve at the Ko Olina resort, and north past several beaches to reach Nanakuli. From 1950 to 1968, the Navy used this track to operate ammunition trains. The HRS, an ATRRM member, was formed in 1971. Much of the remaining OR&L narrow gauge equipment has been acquired from various locations on the island and the U.S. mainland. The track has been restored and equipment rehabilitated. Today, HRS diesel trains leave Ewa at 1 and 3 p.m. every Sunday, and also for special charters, giving public rides over 6.5 miles to the end of in-service track two miles short of Nanakuli.

The HRS has made tremendous strides since I was last there in 1989, including acquiring OR&L 4-6-0 No. 85 (Alco-Cooke 1910); restoring the OR&L's pristine ornate official car No. 64; adding seats, sides and roofs to five former flatcars to make them into tourist cars; and restoring the track, an on-going process. It was a reunion for me. Bob Paoa, the HRS historian 23 years ago, had showed me around the

museum and arranged a special train for my first visit in 1989. Bob, 75 years young, was on hand to greet me again with Jeff Livingston, now the historian, who outlined the HRS's goals.

"I prefer to describe our operation as a historical railroad rather than a tourist railroad," Jeff asserted. "We currently haul about 18,000 passengers a year. We have an annual increase in ridership of about 20 to 22 percent, which I attribute to being a fairly inexpensive attraction for families during the economic downturn."

The HRS has about 300 members, of which Jeff said 12 to 15 are regular volunteers. In addition to a cosmetic restoration of No. 85, current efforts are directed to a from-the-trucks-up rebuilding of OR&L passenger cars Nos. 2 and 57, the almost finished external restoration of OR&L 0-6-0 No. 12 (Alco-Manchester, 1912), the possible building of a new country depot at Ewa, and efforts to see if a replica of a Model T railcar once operated by the OR&L in the 1920s can be built.

What about restoring operations on dormant track still awaiting restoration east of Ewa to West Loch and north from near appropriately named Tracks Beach to Nanakuli? "There are series of bridges north of the end of our in-service track that need extensive work, and we also need to build a runaround track and deal with highway widening in Nanakuli," Jeff said. "The track east of Ewa is in better shape. It would be a place to use the Model T railcar."

Hawaiian Railway trains run through desert-like terrain being overtaken by urban development, including the new



Private car #64, built in 1900, has been fully restored and is available for private party charters. Mike Lloyd photo, courtesy Hawaiian Railway Society.

city of Kapolei—current site of the only signaled grade crossing. The train, pulled by a vintage 1944 Whitcomb diesel, its siderods flailing, passes through the shaded greenery of the Ko Olena resort, where many residents wave to the Sunday trains. It then turns north, skirting Oahu’s scenic west shore beaches to end its run opposite the Hawaii Electric Plant. There, the train reverses its direction to return to Ewa.

Hawaiian Railway Society, 91-1001 Renton Road, Ewa Beach, Oahu, HI 96706-3402; Mailing Address: P. O. Box 60369, Ewa Station, Oahu, HI 96706. Telephone: (808) 681-5461. www.hawaiianrailway.com.

Pineapple Express

Okay, it’s not a real railroad, but some of us have occasional involvement with amusement park equipment. The Pineapple Express runs at the Dole Plantation on Route 99 in Wahiawa, about four miles beyond the end of Highway H2 in northwest O’ahu. The complex includes a large store and grille, what is said to be the largest maze in the world, a plantation garden tour—and the two-mile 24-inch gauge Pineapple Express. Two trains run alternately, and have a narration and play Hawaiian music as they amble through the fields on the dogbone layout past different types of plantings and harvesting equipment. One train is bright red, powered by a 0-4-4T and the other a blazing yellow behind a 4-4-0. You can smell the diesel exhaust from them.

Dole Plantation, 64-1550 Kamehameha Highway, Wahiawa, HI 96786, (808) 621-8408, www.doleplantation.com.

Grove Farm Homestead

A plane hop took us across the deep channel separating the islands of O’ahu and Kaua’i. Once we were out of the terminal at Lihu’e, I could find no trace of the deserted and overgrown 30-inch gauge railroad yard that was on the front lawn of the airport in 1989. The narrow gauge had operated on the Garden Island years ago, providing both common carrier and plantation rail service. My objective was the Grove Farm Homestead Museum at Puhi and the last 30-inch railway on Kaua’i.

Kauai’s Grove Farm Co. ran one of the largest 30-inch gauge plantation rail empires. After the last trains ran in 1957, four of the steam locomotives were locked up in the enginehouse. The Grove Farm Homestead was spun off from the large Grove Farm Co. It was the intention of the late Miss Mabel Wilcox, matriarch of Grove Farm, to have track relaid so plantation railway rides could be part of the homestead experience to preserve and interpret



Above: Dole’s Pineapple Express alternates using its two locomotives, usually running each for about a month at a time. The bright yellow 4-4-0 was built at Stratford-on-Avon, England.

Below: This brilliant red two-foot gauge 0-4-4T at Dole Plantation is clearly designed after a 19th century Mason Bogie—until reality abruptly sets in as diesel exhaust billows out from under the cab.



It’s a wood burner. What has to be one of the most historic locomotives in Hawai’i is the Paulo (Hohenzollern,Düsseldorf, Germany, 1887). The tiny 30-inch gauge 2-4-2T, often pulls—and pushes--the Grove Farm trains on the second Thursday of every month on the island of Kaua’i.

19th century missionary and plantation life on Kaua'i. In 1999, the homestead acquired a mile of right-of-way and started relaying track on the Lihue Plantation Co. roadbed running to the Lihue Sugar Mill, now being demolished. Since 2006, steam trains have run over 1,800 feet of track on the second Thursday of every month and at additional times for school and other charters.

It was again reunion time. Scott Johnson was instrumental in the restoration of three of the four Grove Farm locomotives in the 1970s, and then went on to restore the three-foot gauge 0-4-2T Claus Spreckles (Baldwin 1882), Hawaii's oldest steamer, on Maui in the mid 1980s. Scott was back on Kaua'i by the time I visited the Island in 1989. He is now in charge of the railway at Grove Farm and its monthly operations. It's a small operation (about 50 riders a month), but

a unique and memorable pioneering Hawai'i experience. Often heading up the train of two or three four-wheel sugar cane cars outfitted with benches is Paulo, the 1887 2-4-2T built by Hohenzollern of Düsseldorf, Germany. Paulo may be spelled by Wahiawa (Baldwin 1921), a 0-6-2T, while the other two Baldwins remain back in the original Grove Farm enginehouse at the homestead.

Paulo was recently retubed. After dealing with a sinkhole that resulted in the track being cut back 200 feet, the plan is to move ahead with the laying of additional track. The original rail on Kaua'i was too far gone for reuse, but Scott reported having rail for 4,000 feet of track "in the warehouse."

Grove Farm Homestead, P. O. Box 1631, Lihue, Kauai, HI 96766, (808) 245-3202, <http://grovefarm.org>.

Kauai Plantation Railway

The Kilohana Plantation on Lihue's west side is coming on strong as Kauai's premier destination. It started in 1935 with the building of the 16,000 square foot Tudor style estate house and its surrounding buildings on 105 acres of land owned by Gaylord Wilcox, then-manager of the Grove Farm Co., and his wife Ethel. Starting in the 1980s, it re-evolved in the main and adjoining buildings into an upscale dining experience with Gaylord's Restaurant, galleries and shops, the Koloa Rum Co., the memorable evening Luau Kalamaku, a nature trail—and the three-foot gauge Kauai Plantation Railway.

"Fred Atkins restored and revived the plantation utilizing many of the existing buildings," Pepe Trask, railway general manager and a former trial lawyer, explained. "The station we are in now was an old guest cottage." Kilohana was placed on the National Register of Historic Places in 1974 and designated a Hawaii Historic Landmark in 1993.

The Kauai Plantation Railway is a modern-day recreation of the sugar cane railways that once operated on the Hawaiian Islands, built from scratch in 2006 as an additional attraction to draw visitors to Kilohana. It took about a year to lay 2.5 miles of track in a figure-eight through much of the plantation. Clearing an almost impenetrable tangle of feral sugar cane from an abandoned field had to be done first. Following grading, 40 containers of railroad materials arrived from the mainland—and 60-pound rail was spiked to ties on two interlocking loops of track.

Today, much of this area has been replanted with various types of fruit trees, pineapple, sugar cane, and taro—which are neatly labeled with signs. The conductor gives a running narration as the hourly (daily 10 a.m. to 2 p.m., plus a 5 p.m. departure on luau days) trains make a 40-minute circuit of the railway. A highlight of the ride is when the train stops at the farthest pasture so the passengers can leave the train and throw bread to a herd of pigs and goats. Pepe reported the trains haul 5,000 passengers a month.

Railway equipment came from a variety of sources. After a small 1939 Whitcomb diesel-mechanical locomotive proved to be too geriatric for sustained operations, two four-wheel General Electric 25-ton diesel locos built in 1948 and 1942 were acquired. Four passenger cars inspired by early rail equipment on Hawaii have open sides for maximum viewing, mahogany floors, and scribed siding. The cars have a strong Hawaii origin. They were originally flatcars on the Oahu Railway & Land Co., and were



Above: Kauai Plantation Railway's 1948 GE 10-ton locomotive No. 20 has just pulled its train up to the station, a former guesthouse at Kilohana Plantation at Lihue, Kaua'i.

Below: Coach No. 3, Waimea, is typical of the four open-air passenger cars the Kauai Plantation Railway built up on 36-inch gauge ex-Hawaiian flatcars purchased from Alaska.



PRESENT-DAY RAILWAY LOCOMOTIVES IN HAWAII

<i>No.</i>	<i>Name</i>	<i>Type</i>	<i>Builder</i>	<i>Date</i>	<i>Cons.No.</i>	<i>Previous Owner</i>	<i>Notes</i>
<i>O'ahu:</i>							
Hawaiian Railway Society, Ewa:		(36" gauge)					
1		Steam 0-4-2T+T	Baldwin	3/1890	10755	Ewa Plantation Co.	C
6	<i>Kauila</i>	Steam 0-4-2T	Baldwin	5/1889	10028	Oahu Rwy & Land Co.	C
6		Steam 0-6-2T	W.A.Co.	~1919		Waialua Agricultural Co.	C
12		Steam 0-6-0	Alco-Manchester	5/1912	51165	Oahu Rwy & Land Co.	C
85		Steam 4-6-0	Alco-Cooke	10/1910	48585	Oahu Rwy & Land Co.	C
174		Diesel B-B 65-ton	Whitcomb	6/1945	60642	U.S. Navy	U
302	<i>John M. Knaus</i>	Diesel B-B 45-ton	Whitcomb	11/1944	60403	U.S. Navy	U
423	<i>Richard Marshall</i>	Diesel B-B 45-ton	Whitcomb	1/1945	60628	U.S. Navy	O
7750		Diesel A-A 25-ton	General Electric	1942	15811	U.S. Army	O
Hawaii Plantation Village, Waipahu:		(36" gauge)					
4	<i>Puuloa</i>	Steam 0-6-2T	Baldwin	1901	19741	Honolulu Plantation Co., then Oahu Sugar Co	U
Dillingham Quarry:		(36" gauge)					
	<i>Puako [Derelict]</i>	Steam 0-4-0T	Porter	1902	2542	Puako Plantation	U
<i>Kaua'i:</i>							
Grove Farm Homestead Museum, Puhi:		(30" gauge)					
	<i>Paulo</i>	Steam 2-4-2T	Hohenzollern	1887	426	Grove Farm	O
3	<i>Kaipu</i>	Steam 0-6-2T	Baldwin	7/1925	58557	Grove Farm	U
5	<i>Wahiawa</i>	Steam 0-6-2T	Baldwin	4/1921	54719	Grove Farm	O
6	<i>Wainiha</i>	Steam 0-6-2T	Baldwin	1915		Grove Farm	O
Kauai Plantation Railway, Kilohana:		(36" gauge)					
1	<i>Halawa</i>	Steam 0-6-0T	Baldwin	1899	16438	Honolulu Plantation Co.	1
5	<i>Manana</i>	Steam 0-6-0T	Baldwin	1916	43246	Honolulu Plantation Co.	1
20		Diesel A-A	General Electric	1948			O
?		Diesel A-A	General Electric	1942			O
<i>Maui:</i>							
Alexander & Baldwin Sugar Museum, Puunene:		(36" gauge)					
1	<i>Claus Spreckles</i>	Steam 0-4-2T	Baldwin	3/1882	6102	Kahului Railroad	O
Lahaina, Kaanapali & Pacific Railroad, Lahaina:		(36" gauge)					
1	<i>Anaka</i>	Steam 2-4-0	Porter	2/1943	7398	Carbon Limestone Co.	O
3	<i>Myrtle</i>	Steam 2-4-0	Porter	2/1943	7397	Carbon Limestone Co.	O
45	<i>Oahu 45</i>	Diesel A-A	Plymouth	5/1959	6166	Oahu Railway	O
5	<i>Waikakalaua</i>	Steam 0-6-2T	Baldwin	5/1908	32816	Oahu Sugar Co.	C
Lahaina Preservation Foundation, Lahaina:		(30.75" gauge)					
1	<i>Lahaina</i>	Steam 0-4-2T+T	Baldwin	9/1882	6397	Pioneer Mill Co.	C
3	<i>Launiupoko</i>	Steam 0-4-2T+T	Baldwin	12/1898	16390	Pioneer Mill Co.	C
<i>Hawai'i (Big Island):</i>							
Laupahoehoe Train Museum, Laupahoehoe:		(dual gauge, 4'8.5" and ??)					
?	<i>"Rusty"</i>	Diesel					O
<i>Lana'i:</i>							
Maunalei Sugar Co.		(24" gauge)					
1	<i>Waiahole [Derelict]</i>	Steam 0-4-2T	Baldwin	1/1883	6586	Mauna-lei Sugar	U

Notes:

O = Operating Restored C = Cosmetic Restoration U = Unrestored

- Honolulu Plantation Nos. 1 and 5, later Hawaiian-Philippine Co. Nos. 8 and 9, are/were at Georgetown, California, for restoration.

sold to the White Pass & Yukon. Six flatcars were purchased from the WP&Y by the KPR and bodies were built on four of them.

Will steam power eventually power KPR trains? In 2005, the railway in the Philippines found two Baldwin-built former Hawaiian 0-6-2T locomotives (later converted to 0-6-0T's) originally operated by the Honolulu Plantation Co. Hawaiian-Philippine No. 8 was built in 1899 and No. 9 in 1916. They were purchased and shipped to California for restoration. Pepe reported that rebuilding the locomotives has been slower than expected when problems were encountered.

Kauai Plantation Railway, Kilohana Plantation, 3-2087 Kaunualii Highway, P. O. Box 3121, Lihue, HI 96766, (808) 245-7245, www.kauaiplantationrailway.com.

Maui and the Big Island

The remaining four rail sites on Hawai'i await my next trip. Briefly, they are:

- Lahaina, Kaanapali & Pacific RR, "The Sugar Cane Train," Lahaina, West Maui – 36-inch gauge tourist railway built in 1969-1970.

- Lahaina Restoration Foundation, Lahaina – two 30.75-inch gauge Baldwin 0-4-2T+T locomotives from the local Pioneer Mill were returned in 2011.

- Alexander & Baldwin Sugar Museum, Puunene, Maui – although it is not currently on display, the museum owns the Claus Spreckles, the oldest locomotive on Hawaii, and several freight cars from the 36-inch gauge Kahului RR (1879-1966).

- Laupahoehoe Train Museum, Laupahoehoe, Big Island – a puzzler (it doesn't answer its emails) that says it's dual gauge (standard and what else?), centered around a wye.

DAILEY FOUNDATION FUNDS PRESERVATION

It isn't often that a new funding source for railway preservation appears, which makes the arrival of the Thomas E. Dailey Foundation of such interest. Tom Dailey is a 29-year veteran executive in the credit card and payment processing industries. He is currently CEO of 2Checkout.com, a global payments processor. He created the Foundation as a way to share his blessings and to support to causes which are close to his heart.

The foundation plans to distribute up to \$100,000 annually in total grants. Individual grants of up to \$15,000 will be considered and awards are made approximately every three months. Only organizations located within the United States are eligible.

So far in 2013 the following grants totaling \$67,680 have been approved.

Erie Lackawanna Dining Car Preservation Society, \$5000

The Society is currently restoring three historic dining cars to operate on county-owned railroad between Scranton and Delaware Water Gap. Grant will be used towards completion of restoration including updating kitchen equipment to meet health codes and interior refurbishment to return car to original appearance.

Center for Railroad Photography and Art, \$10,000

To present an exhibition at the Chicago History Museum called "Faces of Chicago's Railroad Community: Photographs by Jack Delano". Will comprise 60 photographs from 1942-43 and narratives about each of 48 individual workers. Will also publish a 224-page catalog with additional photographs, expanded narratives and essays by leading scholars. Show will run April 4, 2014 to August 10, 2015.

Shelburne Falls Trolley Museum, \$2,500

To build a fire-resistant car barn to store trolley car no. 10, with room for restoration work on a second trolley body, foundation and track work.

Travel Town Museum Foundation, \$4,000

Little Nugget is a 1937 dormitory-lounge that served on the Union Pacific Streamliner "City of Los Angeles" in the 1930's-1950's. The most challenging aspect of the interior restoration is the replacement of missing/damaged light sconces. The estimated cost is \$12,000 to replace three of the sconces and repair several others, and for the electrical work.

Lake States Railway Historical Association, \$1,500

The CRI&P Drawing Project goal is to sort, describe, catalog, repair and properly store as many as 15,000 technical drawings of Chicago, Rock Island and Pacific Railroad equipment. The grant will partially fund a year-long effort to catalog these drawings. Volunteers will contribute approximately 2000 hours to unroll, describe and store these drawings.

West Chester Railroad, \$1,500

The project will assist in rehabilitation of a deteriorated crossing over a public roadway, allowing safe and efficient operation of trains.

Minnesota Streetcar Museum, \$1,000

The project will assist in building an addition to the existing George K. Isaacs streetcar barn and shop to house restored Winona, Minnesota streetcar #10, built in 1913.

Chicago & North Western Historical Society, \$2,000

The grant will partially fund a project to scan a collection of railroad maps.

Pennsylvania Trolley Museum, \$1,500

The grant will assist in building the Artifact Preservation Building, which will be an 8,640 square foot structure for long term storage of streetcars and spare parts

Fort Wayne Railroad Historical Society, \$2,000

The FWRHS is commissioning a cinematic documentary and public awareness campaign showcasing the restoration, ongoing maintenance and operation of its Nickel Plate 2-8-4 #765 (Lima 1944).

Hoosier Valley Railroad Museum, \$2,500

The project will partially enable the purchase of 252 crossties to replace worn crossties from the 1950's on the museum's operating track.

Mid-Continent Railway Historical Society, \$1,500

Partial funding for restoration of the museum's Delaware Lackawanna and Western coaches, which have been in continual service since 1914.

Colfax Railroad Museum, \$2,880

The grant will fund purchase of display cases for the museum's large collection of railroad dining car china.

Friends of the 261, \$4,000

The grant will partially fund F.R.A. type 2 glazing on the Milwaukee Road Skytop lounge car "Cedar Rapids".

Illinois Railway Museum, \$5,000

The grant will partially fund restoration of a pair of 1964 vintage Chicago elevated cars to their as-built appearance.

Adirondack Railway Preservation Society, \$1,500

The grant will partially fund restoration of passenger cars from the railroad's historic fleet.

Society for Preservation of Onley Train Station, Onancock, VA, \$1,000

SPOTS is renovating a 127-year old freight station on Virginia's Eastern Shore and filling the station with model trains for children to play with.

Army Transportation Museum Foundation, \$2,500

The grant will be used for repair and painting of a Berlin Duty Train car, which represents a significant piece of Cold War history that cannot be replicated as most of the other cars no longer exist or are no longer available to museums. The train operated from 1945 to 1990 and transported tens of thousands of soldiers and their dependents from West Germany to Berlin and vice-versa.

Nevada Northern Railway Museum, \$13,800

This grant will fully fund the installation of a pair of restored, very rare Western Railroad Supply Model 5 Autoflag Wig-Wag signals from the 1930's. The signals were original to the

railroad and will be restored to operation along original track to protect a grade crossing in the museum's rail yard.

Beverly, MA Historical Society and Museum, \$1,000

The grant will partially fund the purchase of custom vitrines to protect locomotive models in the Walker Transportation Collection, which are among the museum's most important objects.

Northwestern Pacific Railroad Historical Society, \$1,000

The grant will partially fund a project to scan, print and preserve approximately 4,000 photographic negatives and slides in the collection of the NWPRHS.

HERITAGE RAILNEWS

Berkshire Scenic Railway Museum

The museum, which formerly ran excursions over the Housatonic Railroad, was unable to renew its lease. The search for an alternate venue has been successful. Its trains will run from Adams to North Adams, MA on a former Boston & Maine line currently

owned by Pan Am Southern. It has been announced that Massachusetts DOT will purchase the line and lease it to the museum, with Pan Am retaining freight rights.

Despite being evicted by the Housatonic, the museum has leased the Stockbridge depot, which is owned by the High Meadow Foundation. The depot will house displays and be used for special events.

Catskill Mountain Railroad

The New York and Atlantic Railway has donated a former Long Island Rail Road commuter coach to the Catskill Mountain.

Connecticut Eastern Railroad Museum Willimantic, CT

The museum has acquired the control house from the 107-year old Niantic River drawbridge. The bridge, a crucial link in the Northeast Corridor, was recently replaced by Amtrak.

Equimault & Nanaimo, Victoria, BC

Service has been suspended for some time on the E&N line from Victoria to Nanaimo because of deteriorated track and rolling stock. The Island Corridor

Foundation has received government funding commitments of \$15 million to replace a quarter of the ties and begin dealing with a backlog of bridge repairs. Once matched with \$5 million raised locally, the total of \$20 million will be sufficient to return the line to service, although additional deferred maintenance remains to be addressed.

Georgia State Railroad Museum Savannah, GA

The Central of Georgia Railway Historical Society has donated a pair of C of G passenger cars, baggage-mail #493 (Bethlehem Steel 1937) and combine #374 (ACF 1917).

New York Museum of Transportation, Rush, NY

On an abandoned New York Central line in Rochester, a swing bridge remained in place over the Genesee River. The Coast Guard designated it a navigation hazard and ordered current owner CSX to remove it. After efforts to repurpose the bridge for other uses failed, CSX offered to donate components from the bridge's control cabin. NYMT requested and received the steam engine that originally powered the rotation of the bridge,

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The Oregon Electric Railway Historical Society has opened its Interpretive Center, based on the design of a Southern Pacific depot. Wayne Jones photo.

noted on a layout of the control cabin as a 50HP double cylinder reversible link motion engine, built by the Lidgerwood Mfg Co., the control lever assembly; the cast iron mount for the rotational dial indicator (dial missing); and the original cast iron builder plate.

CSX delivered them to the museum on December 26. CSX included a grant to pay for their exhibition.

Myrick collection donated

Noted rail historian David F. Myrick, author of numerous histories of western railroads, passed away in 2011. His extensive collection of research notes, writings and photographs has now been distributed to museums in several states. The Nevada State Railroad Museum received 146 books, 77 maps, 1740 photos, numerous periodicals and approximately ten cubic feet of archive material. Ten cartons of Arizona material have gone to the Arizona State Railroad Museum in Williams. California State Railroad Museum and Colorado Railroad Museum are also recipients of material relating to those states.

Northwest Railway Museum Snoqualmie, WA

The museum's railroad has a number of grade crossings, so maintenance and periodic replacement is a major expense. The latest, a double track crossing in North Bend, has been completed at a cost of \$50,000. It would have been considerably more, but the museum was able to obtain used concrete panels from a 1997 crossing in Redmond, WA. They estimate that this saved \$35,000. A \$20,000 grant from the Washington Utilities and

Mudball Express--Year 2: Girl Scouts toss mudballs filled with wildflower seeds along the Niles Canyon Railway. NC Ry. photo.

Transportation Commission further defrayed the cost.

San Diego Electric Railway Association, San Diego, CA

In the last issue we erroneously stated that the association owns PCC cars. In fact they are owned and restored by The San Diego Vintage Trolley, Inc., a wholly-owned non-profit subsidiary of the Metropolitan Transit System. The Association partners with SDVTI by supplying volunteers who assist in the restoration of the six PCC cars. Thanks to Association President Dave Slater for the correction.

Santa Fe Southern Santa Fe, NM

Santa Fe Southern may be out of business. After a long battle with the City of Santa Fe, the railroad has been unable to renegotiate its lease at the city-owned railyard and depot. The

conflict began when the Rail Runner commuter service reached Santa Fe and began sharing the yard and depot with the Santa Fe Southern. When the tourist line's lease expired, the city insisted on a large rent increase and restrictions on use of the yard. SFS rejected the lease terms as unaffordable. Its modest freight traffic has mostly dried up and the Rail Runner competes for customers who want to take a train ride. As a result, SFS has suspended operations and it's unclear if it will restart this year.

San Luis Obispo Railroad Museum San Luis Obispo, CA

The new San Luis Obispo Railroad Museum has scheduled a grand opening for October 12, 2013. The museum is located in the circa 1894 Southern Pacific freight house, which is several hundred yards from the Amtrak station.

Steamtown, Scranton, PA

Photos and information about almost 7800 of Steamtown's small artifacts and documents can now be accessed online. Go to www.nps.gov/stea/historyculture/collections.htm

Texas State Railroad Palestine, TX

Texas State's plan to haul freight for the first time in many years has taken a major step forward with the announcement that Baze Chemical will build an ethoxylation plant on the site of an old meat packing plant outside Palestine. Ethoxylation is an industrial process that produces ethylene oxide, which is used by the oil and gas industries.

Timber Heritage Association Eureka, CA

Restoration of the 1907 car shed building at Samoa Shops is largely





The Proctor (MN) Area Historical Society has moved and refurbished the 1927 Duluth Missabe & Iron Range Car Shop Superintendent's Office from the Proctor yard. It sits next to DM&IR 2-8-8-4 #225 and caboose #C-200.

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complete. Work began in 2011, including a new roof. There is currently a single track into the building, on which the society has moved its Arcata & Mad River 44-tonner.

Western New York Railway Historical Society, Buffalo, NY

Work continues to build the Society's Heritage Discovery Center in buildings that were formerly part of the Buffalo Cooler Corporation. Improvements are being funded by a \$100,000 grant from the Margaret L. Wendt Foundation. Work completed to date includes two new bathrooms, electrical repairs, additional security cameras, renovation of an area for a gift shop, new doors and drywall, new phone system, a library room with shelving and installation of a kitchen.

Whitewater Valley Railroad Connersville, IN

The first of two tracks has been completed into the new shop building, making it available for partial use. The inspection pit is done, along with the lighting, electrical and exterior doors.

Willamette Shore Trolley Portland, OR

It looks like the Willamette Shore Trolley will begin operation this May after a three-year shutdown. It hasn't run since the line's only operating car was sidelined with mechanical problems. One of the Gomaco-built replica Council Crest cars has been leased by the Oregon Electric Railway Historical Society, which operates the line. When service starts, it won't go the entire route to Portland's south

waterfront, since construction of the new Sellwood Bridge has cut the line in half. It will go just 1.5 miles from Lake Oswego to the Riverwood Crossing. Lake Oswego, Portland, Clackamas County, Multnomah County, TriMet, Metro and the Oregon Department of Transportation bought the rail line for \$1.2 million in 1988. Up until last year the line was headed toward becoming a Portland-Lake Oswego light rail route, but the Lake Oswego City Council suspended those plans in January 2012 after pushback from residents and loss of support from city officials.

Wilmington and Western, Wilmington, DE

The railroad has taken occupancy of its new Office and Education Building.

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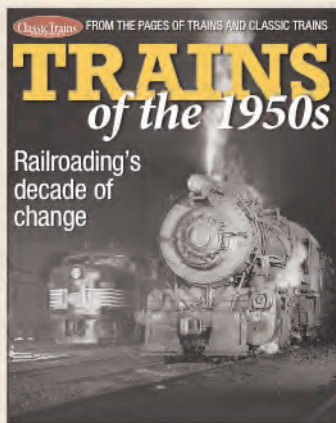
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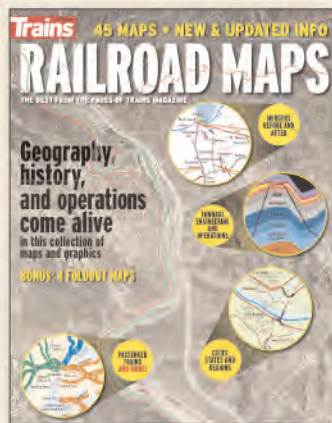
How's this for anachronism--a Civil War replica locomotive on an interurban line? The York steam trial was held at the Fox Valley Trolley Museum. Joe Hanzinski photo.

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The Western New York Railway Historical Society has restored Buffalo Creek HH660 switcher #43 (Alco 1940). It worked the Buffalo docks until 1966, and had a second career with RELCO until 2000. WNYRHS photo.

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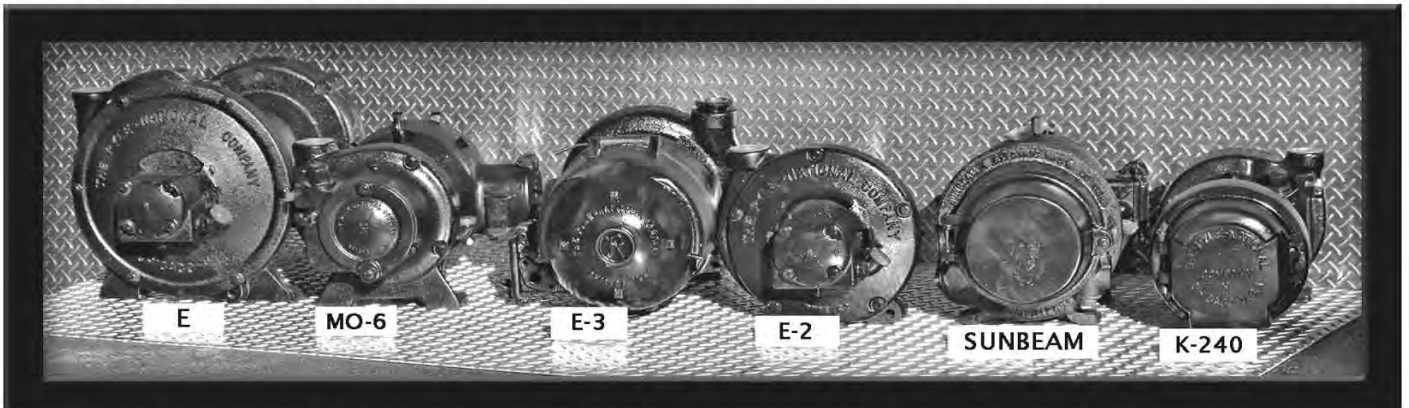
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The Railroad Museum of New England has completed a multi-year restoration of Canadian National heavyweight coach #5114 (National Steel Car 1927). It enters service this year on the Naugatuck Railroad. Howard Pincus photo.

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Hampton and Branchville 4-6-0 #44 (Baldwin 1927) is on display at the South Carolina Railroad Museum near Winnsboro, SC. At right is a string of four Canadian National Montreal MU cars (Canadian Car and Foundry 1952) used on its tourist trains.

The South Carolina Railroad Museum owns and operates the old Rockton-Rion Railroad near Winnsboro, SC. The R-R was known as the Blue Granite Line for its principal commodity, mined from two on-line quarries. Owned by Winnsboro Granite Corp., it was a non-common carrier, and did not appear in the Official Guide, as noted by Lucius Beebe in *Mixed Train Daily*. The 12-mile line became famous for running a pair of low drivered 2-8-2s and a Porter 0-4-0T into the late 1960s. After dieselization, business declined and the last freight was hauled sometime in the late 1970s.

The Charleston Chapter NRHS acquired a rolling stock collection and formed the South Carolina Railroad Museum in 1973, but was unable to find a museum site. Meanwhile, the Central South Carolina Chapter NRHS began negotiating to purchase the Rockton-Rion in 1980. The two chapters spun off the South Carolina Railroad Museum as an independent organization and the railroad was purchased in 1983. In 1985 the State of South Carolina approached the museum with a proposal to locate a Mack Truck plant on the right of way a mile from the Norfolk Southern interchange. The state built a new line to bypass the plant site and installed the needed industrial trackage. NS has rights to switch the plant, which changed owners and now produces fiberglass insulation. In exchange for the access, the county pays for track and grade crossing signal maintenance.

The museum began running excursions in 1993 and has reopened an additional four miles of the line, thanks to four Transportation Enhancement grants. Annual ridership averages 10,000-12,000. The museum has about 250 members, of whom 35 volunteer regularly. Recent initiatives include rehabbing one of two former portable classroom buildings to serve as a gallery for history displays, and repainting of all the locomotives. The 52-piece collection includes two steam locomotives, 8 diesels, 15 passenger cars, 17 freight cars and six cabooses.



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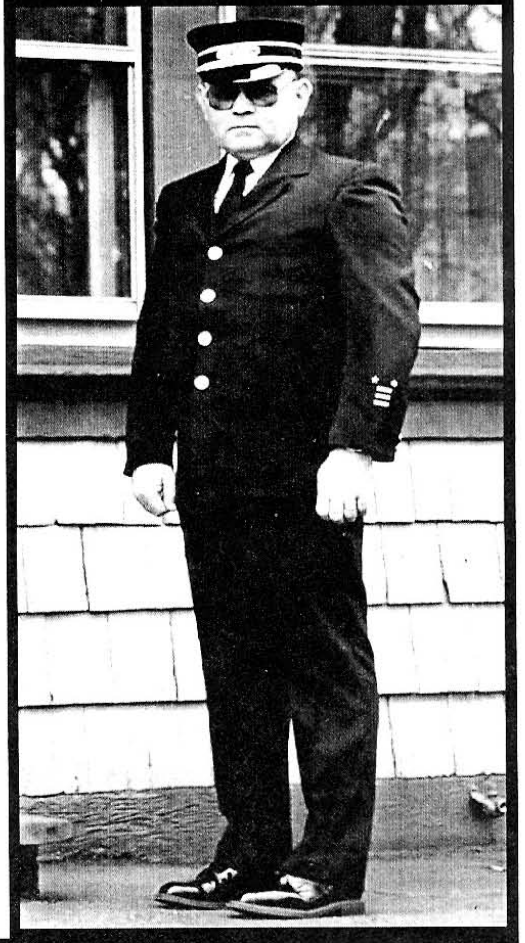
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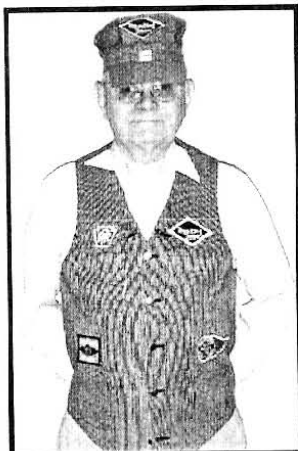


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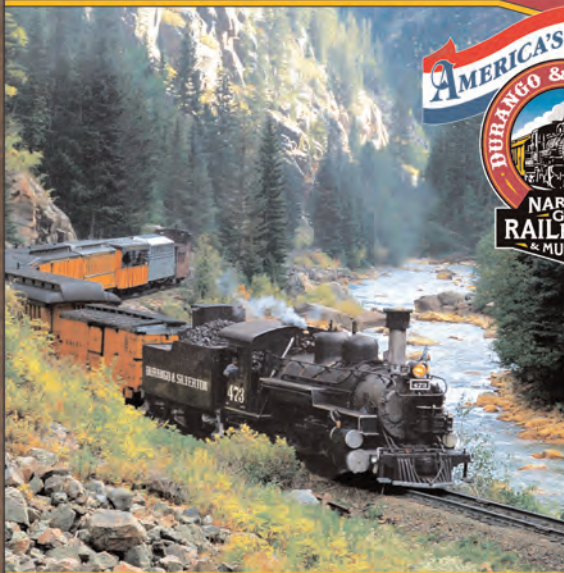
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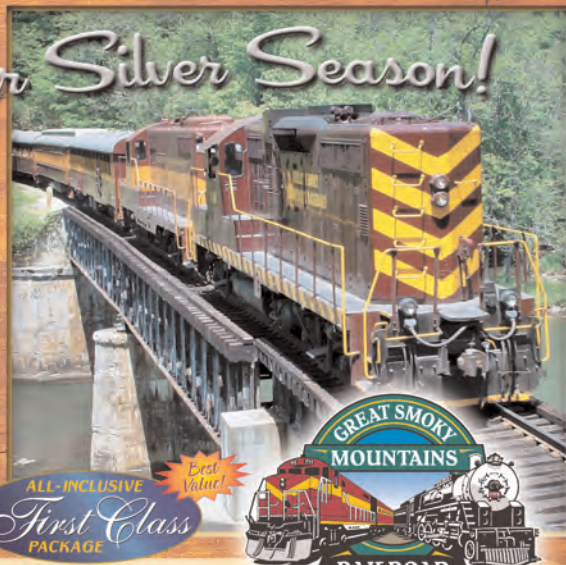
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