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Rail & Wire Staff

Managing Editor Nick Kallas
 (815) 923-4391 EXT. 402 Fax (815) 923-2006
 Editor Peter Schmidt (410) 727-2276
 Assoc. Editor Frank Hicks (630) 355-4702

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Issue 190

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ILLINOIS RAILWAY MUSEUM, PO BOX 427, UNION, IL 60180
 (815) 923-4391 FAX (815) 923-2006 WEB SITE <http://www.irm.org/>

COVER: This October 30, 1930, interior view of the 36-seat dining room shows the original interior of our *Galt House* diner, Louisville & Nashville 2726. To learn more about the restoration of this car at IRM, read Project Director Gerald Boguse's report which begins on page 4. *Builder's Photo, American Car & Foundry Company*

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Buy One for Yourself (and Maybe Another as a Gift?)...

2002 MEMBERSHIP RATES

Associate Membership is open to those interested in trains and IRM's historic and educational programs. Associate Members receive a pass to identify them, a newsletter (Rail & Wire) which is published several times a year, admission to the Museum, store discounts, and unlimited opportunities to volunteer and build one of the world's finest railroad museums. IRM always needs volunteers — office workers, shop helpers, machinists, woodworkers, operating personnel, and those interested in "just helping out." By volunteering, an Associate Members may work towards full Regular Membership and gain a voice and a vote in electing the Board of Directors. Associate Memberships run from January through December.

2002 Associate Memberships

Individual Associate Membership	\$ 35.00
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2002 Sustaining Memberships

Individual Associate Membership	\$ 85.00
Family Associate Membership	\$125.00

Rail & Wire is issued as a benefit of membership in the Illinois Railway Museum, a not-for-profit, educational organization. Membership in the Illinois Railway Museum is open to any person or family on the following terms: Individual Associate membership is \$35.00 per year. Family membership is \$50.00 per year (family includes spouse and children under 18 years of age). Sustaining Membership: \$85.00 individual, \$125.00 family. Membership includes a subscription to *Rail & Wire* (value \$6.00, not offered separately), and entitles members to free admission to the Museum grounds, free train rides operated for the general public, and discounts on giftware, books, and educational material. IRM dates, fees, collection information and general railroad data is now available on the World Wide Web at <http://www.irm.org/>. ■

An Update...

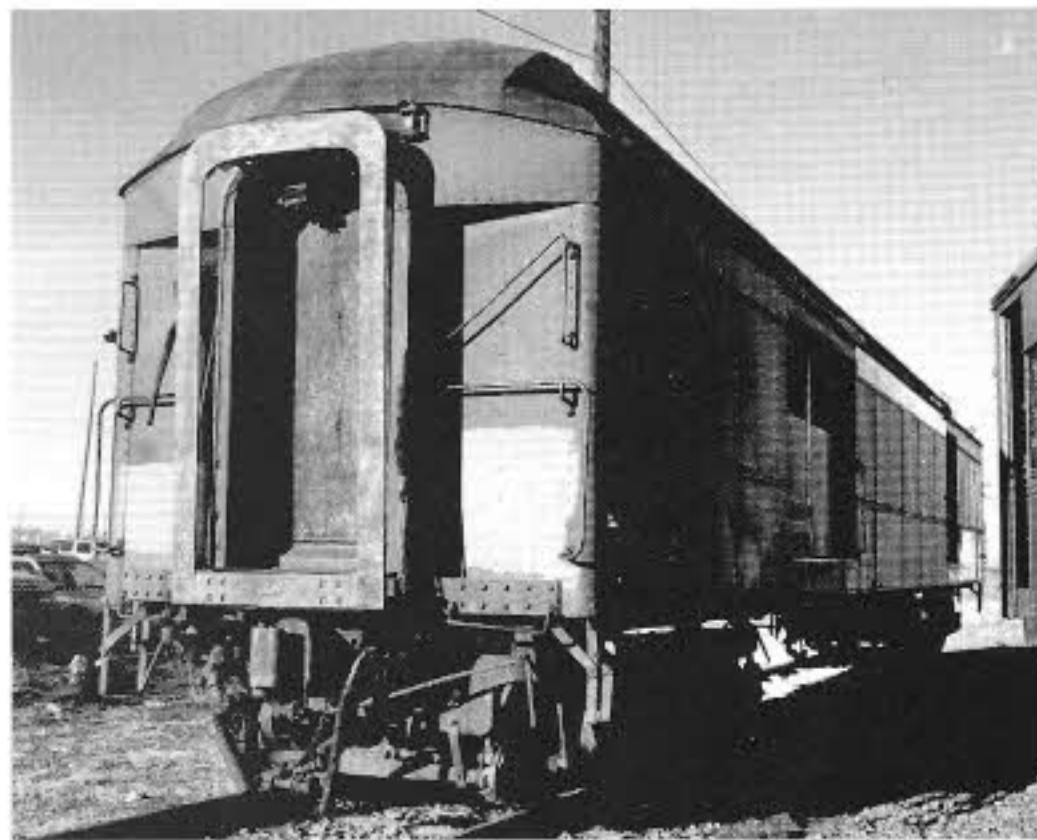
Chicago, Burlington & Quincy 1309

By Roger Kramer

Our acquisition of 1309 was first described in the January/February 2000 issue of *Rail & Wire*. I would like to give you an update concerning this baggage car. For years we have wanted a baggage car that we could use exclusively in our heavyweight train. Having the Burlington RPO-baggage 1923 made the goal of acquiring a full CB&Q baggage car an exciting prospect. Just think, two head-end cars from the same railroad rolling behind Frisco 1630! Wouldn't that look great?

The major problem with this great idea was that I had never seen or heard about any complete heavyweight baggage cars left from the CB&Q or, for that matter, from any other railroad. All the maintenance-of-way equipment that IRM General Manager Nick Kallas had heard about was in such deplorable shape that it was not worth purchasing. By the time we buy a car, pay for IRM track space charges, pay for the move to Union and then start the physical restoration, the Museum might have spent as much as \$25,000 to \$30,000 in order to obtain the goal. As everyone knows, raising that kind of money is extremely difficult.

Fortunately, Nick Kallas heard of a complete CB&Q baggage car located in Denver, Colorado, about 10 or 15 years ago. Nick kept our sights on that car, knowing that it was one that we could obtain at a reasonable price. Along came CB&Q 4-6-4 Hudson 3007, and all of a sudden baggage car 1309 looked even better to IRM. Just imagine the possibilities for an upcoming calendar: Hudson 3007 on the head end, RPO 1923 next and full baggage 1309



Burlington 1309 sits in a yard in Denver, Colorado at the present time. Photo by Bob Rathke

third in the picture. That could have been a picture taken in 1941 in Red Oak, Iowa.

In 1999, Nick traded the owner some spare streetcar parts for the 1309. We finally owned a CB&Q full baggage car. The major problem with moving the baggage car is its age. Not having modern roller bearing trucks, but rather its original friction bearings, makes it very difficult to move.

Options for movement were becoming more and more expensive until Nick came up with a workable two-part plan. We knew the Union Pacific had old work equipment with roller bearing trucks. He worked his charm and got a pair donated to the Museum, but unfortunately they are not located anywhere near Denver, Colorado. One idea Nick has is to replace the old trucks with the newer trucks and then transport the "bag" to IRM on its own wheels. The second idea is to again take the trucks off the baggage car, and then set the baggage car on a separate railroad flat car, secure the flat car, and ship it that way to IRM. In either case, the major expense will be the rental of cranes to lift CB&Q 1309. Cost estimates are around \$6,000 for either option.

Recently, I was talking on the phone to one of our members, Bob Rathke. I happened to mention our new CB&Q baggage car, and as luck would have it he had seen and taken pictures of 1309 in Denver in February, 2000. Accompanying this article are the most recent pictures we have of CB&Q 1309, taken by Bob. As the reader can see, except for being in need of a paint job, the car is very complete for an artifact dating back to 1914.

With every new acquisition at IRM comes the realization that it is becoming more difficult to raise cash for these new projects. Nowadays, only the most worthy pieces are being considered for being added to the collection. Costs have risen quite dramatically. With this writing, we are asking the friends and members of IRM to help with donations to bring this car to Illinois. The most recent development is the move to build a new barn to house the growing freight and passenger car collection. I hope you can see the need to save 1309 as Nick and I do. Please send a contribution today to save the baggage car, and store it inside our proposed Barn 11. ■



Burlington 1309, in a yard in Denver, Colorado, notice the excellent condition of the car body and the unusual trucks. Photo by Bob Rathke



L&N dining car 2726 sitting behind Barn 3 at IRM. In this view many of the car's features can be seen. Visible on the undercarriage are six-wheel Timken roller-bearing trucks, an air-conditioning compressor, battery boxes, and one of the wastewater holding tanks. The car features big picture windows and dark green paint with yellow lettering. The glossy black roof has a side air intake vent for the air-conditioning blowers and, at the far end, roof caps for the exhaust hood and two hallway fans. All photos by Gerald Boguse except as noted

In the past few years, the nine or so volunteers in the Railroad Coach Department have had at least a dozen cars under repair or restoration. One of our long-ongoing projects has been Louisville & Nashville dining car 2726, restoration and upgrade. Gerald Boguse assumed the job of Project Director and accepted the responsibility of making sure the car would be finished and returned to service. It is Gerry's job to figure out what needs to be repaired, how to repair it, and set a repair schedule so the *Galt House* diner may one day operate properly and efficiently, meet modern health department specifications, and still be comfortable.

L&N 2726 HISTORY

This diner was built by American Car & Foundry Company in 1930 for the L&N. The L&N purchased seven heavyweight dining cars in lot no. 1112, and numbered our diner 2726 and



The L&N Diner near Richmond, Kentucky, in July 1987, sitting on a section of track next to a Gulf Gas Station. The car had been sitting there for about 10 years, and showed visible signs of neglect. IRM's General Manager Nick Kallas heard about the car, and drove down to Richmond with Bill O'Brien to check it out. After inspecting the car, they determined it was a great find and would make a great addition to the Museum's Railroad Coach Collection. The *Galt House* had dark blue sides, a black undercarriage, and a yellow roof, striping and lettering. Photo by Bill O'Brien

Railroad Coach Department Report, L&N Dining Car 2726 "Galt House"...

L&N Diner Project

by Gerald Boguse, Project Director

also named it after a famous hotel, the Galt House in Louisville, Kentucky. These diners were purchased for use with the L&N's finest deluxe trains such as their all-Pullman *Pan American*, which operated daily from Cincinnati, Ohio, to New Orleans, Louisiana. The L&N diners served only the best meals and were widely known for an unexcelled dining car service.

The *Galt House* diner was no exception. It was in regular service on the L&N until 1971 when, on May 1st, Amtrak took over operation of most of the passenger trains in the United States. The *Galt House* diner was not purchased by Amtrak because it was too old and not a lightweight streamlined car. After 1971, the L&N operated the dining car only for special occasions.

In 1975, the L&N sold the *Galt House* diner to Jim Anderson, who used it as a stationary roadside diner near Richmond, Kentucky

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After Nick arranged the donation of the dining car to IRM, a heavy-equipment moving company was contracted to transport it to a railroad siding across town. The first step in the operation was the removal of all the heavy brush that had grown around the car. The next was to extend the track the car was sitting on. Then all electrical power connections, copper air-conditioning lines, water and drain pipes, and a steel staircase used for the kitchen door were disconnected. After that was done, the car was rolled onto a new section of track so two huge 80-ton Link Belt cranes could lift the car off of its six-wheel trucks and gently place it onto a 24-wheel truck dolly. The two six-wheel trucks were then loaded onto the flatbed trailer truck and chained down. The dining car was not chained down, but was welded to the big rig to make sure it stayed in place. Photo by Bill O'Brien



A September, 1999, interior view of the 36-seat dining room. Looking towards the kitchen end of the car, the room looks very long due to mirrors on the walls at the end of the car. In the last rebuilding by the L&N Shops, probably in 1964-1965, the clerestory ceiling was covered up to enclose a ceiling duct for the new air-conditioning system. Also changed were the lights. Modern square, streamliner-style ceiling lights replaced the wall-mounted fixtures and *fandeliers* [which is a brass ceiling fan and six-light fixture designed for deluxe cars]. The volunteers repainted the interior to match the original light green walls and ceiling edges. The center of the ceiling still has the original glossy yellow-tan paint.

for many years. Eventually the restaurant fell on hard times, and the car into disrepair. Illinois Railway Museum volunteers heard about the diner and investigated. After inspecting the car, an agreement was reached and L&N diner 2726 was donated to IRM in December 1986. In July 1987, the car was moved by flatbed truck to the nearest railroad, and then rolled on its own wheels to the Museum, arriving in record time.

Upon arrival at the Illinois Railway Museum, Railroad Coach Department volunteers performed a thorough inspection on the



It's Monday, July 20, 1987, at 2:00 PM, and the L&N dining car *Galt House* is on the move with a state police escort. Seen here, the car is going 10 MPH down Route 25/421, just past Keenfield Street, headed south to the center of town. There are two moving company employees on the car's roof to lift any overhead wires and traffic lights that might come in contact with the car. Bill O'Brien brings up the rear and acts as an additional spotter for the *Big Move* that even made the front page of the local newspaper.

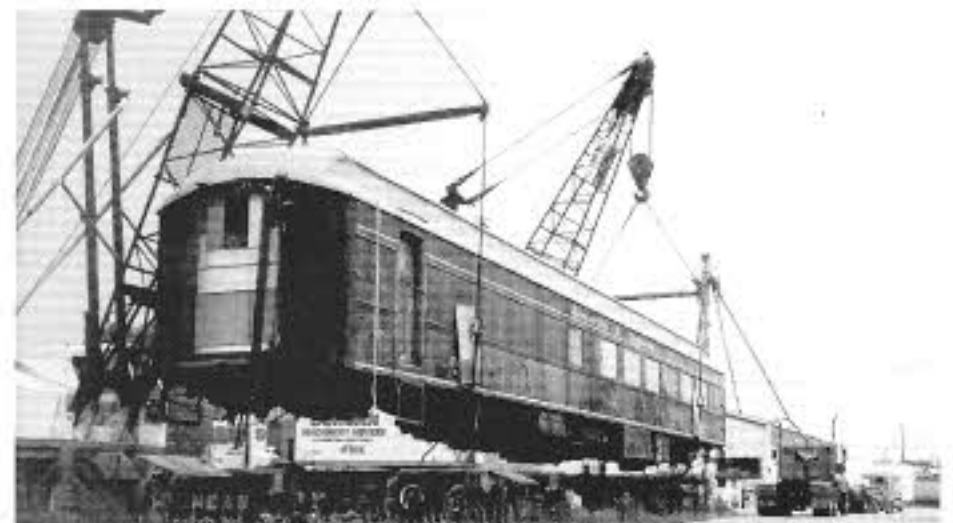


BELOW: A four-place table setting with china, silverware, and crystal on a white linen table cloth. There are six tables for four people on one side, and six tables for two people on the other for a total of 36 place settings in the dining room.



dining car and concluded that it needed a complete cleaning, many repairs, and repainting. Restoration was started immediately to make the dining car usable again. In September 1988, the first meal was cooked aboard the *Galt House* diner at IRM.

It actually took about seven more years of hard work to get the car restored to its present condition with the interior receiving a final painting in 1994. The *Galt House* diner became an integral part of IRM's heavyweight dinner train, making and serving meals for visitors until 1995.



The L&N dining car has made it to the CSX railroad siding. On Tuesday, July 21, Duncan Machinery Movers' cranes were set up to lift the wheelsets off the flatbed trailer, and the car off the truck dollies. The wheelsets were placed on the tracks, then the diner was brought alongside. The two cranes together then lifted the car, and placed it back onto the wheelsets precisely on the center pins. Hoses for the air brakes were reconnected to the six-wheel trucks, brakes checked, and a thorough inspection performed before shipping. Within a week the *Galt House* diner was at the Museum and back on live rail after a 12-year rest. Restoration and repair work started right away, but it would take years of hard work to get the car back in shape. Volunteers on the original project were Bill O'Brien, Bob Hunter, Roger Kramer, Nick Kallas, Dick Heller, Glen Hopkins, Victor Humphries, Dave Dote, and Mark Hoffman.

Photo by Bill O'Brien

