

Historic Transport Preservation, Inc.

("STEAM SPECIALS")

<http://historicttransport.org>



Who is HTP?

Historic Transport Preservation, Inc. (HTP) is a 501(c)(3) public charity formed in 2006. Our mission is to convey the importance of transportation in American history, and we do this by operating "Photo Special" events with railroad.



October 2009, Nickel Plate 765 on the Great Lakes Central Railroad with the Steam Railroading Institute

HTP's directors and officers are:

- ◆ Michael Allen, Secretary
- ◆ John Craft, President
- ◆ Jim Gunning, Vice-President
- ◆ Mike Raia, Treasurer

Others who have organized events for HTP are:

- ◆ Steve Barry, Editor, Railfan & Railroad magazine
- ◆ Jeff Smith
- ◆ Jim Wrinn, Editor, Trains magazine

Over the years those of us now involved with HTP have planned and organized the following events:

Year	Locomotive(s)	Host Railroad
1985	Magnolia State Railway 2-8-0 77	Mississippian Railway
1986	Magnolia State Railway 2-8-0 77 (temporarily restored to Mississippian appearance)	Mississippian Railway
1988	Louisville & Nashville 4-6-2 152	TransKentucky Transportation, Inc.
1990	Atlanta & West Point 4-6-2 290 (temporarily restored to A&WP appearance)	CSX (New Georgia Railroad)
1992	USATC 2-8-0 610	Tennessee Valley Railroad Museum
1992	Atlanta & West Point 4-6-2 290 (temporarily restored to A&WP appearance)	CSX (New Georgia Railroad)
1992	Cumbres & Toltec Scenic 2-8-2s 484, 487, 497 (temporarily restored to D&RGW appearance)	
1993	Cumbres & Toltec Scenic 2-8-2s 484, 488, 497 (temporarily restored to D&RGW appearance)	
2001	East Broad Top 2-8-2 17 (temporarily restored to EBT appearance)	
2002	East Broad Top 2-8-2 14 (temporarily restored to EBT appearance)	
2003	Canadian National 2-6-0 89 (restored to CNR appearance)	Strasburg Rail Road
2003	East Broad Top 2-8-2 14 (temporarily restored to EBT appearance)	
2004	Cliffside Railroad 2-8-0 40 (temporarily restored to Cliffside appearance)	New Hope & Ivyland Railroad
2004	Norfolk & Western 4-8-0 475 (restored to N&W appearance)	Strasburg Rail Road
2004	SOO Line 2-8-2 1003	Wisconsin & Southern Railroad
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2005	East Broad Top 2-8-2s 14, 15 (temporarily restored to EBT appearance)	
2005	Western Maryland Scenic 2-8-0 734	
2006	Great Western 2-10-0 90 (restored to GWRV appearance)	Strasburg Rail Road
2006	Lancaster & Chester 2-8-0 40 (temporarily restored to L&C appearance)	New Hope & Ivyland Railroad
2006	Canadian Pacific Railway 4-6-4 2816	
2006	Alberta Prairie 2-8-0 41	
2007	D&RGW 2-8-2 464, Alaska RR 4-6-0 152	Huckleberry Railroad
2007	Pere Marquette 2-8-4 1225 (restored to PM appearance)	Great Lakes Central Railroad
2007	Flagg Coal 0-6-0T 2 (original number temporarily restored)	
2007	Railroad Development Corp 2-10-2s 8988 & 7081	Iowa Interstate Railroad
2007	SOO Line 2-8-2 1003	Wisconsin & Southern Railroad
2008	Alaska RR 4-6-0 152	Huckleberry Railroad
2008	Pere Marquette 2-8-4 1225	RailAmerica (Friday)
2008	Wiscasset, Waterville & Farmington 0-4-4T 10	Great Lakes Central Railroad (Saturday-Sunday)
2008	Conway Scenic Railroad 0-6-0 7470 (temporarily restored to CNR appearance)	WW&F Ry.
2008	Mt. Washington Cog Railroad	Conway Scenic RR
2008	SOO Line 2-8-2 1003	Mt. Washington Cog RR
2008		Wisconsin & Southern Railroad
2009	Moore, Keppel Climax 3	Durbin & Greenbrier Valley Railroad
2009	Little River 4-6-2 110	Indiana Northeastern Railroad
2009	Nickel Plate Road 2-8-4 765	RailAmerica (Friday)
		Great Lakes Central Railroad (Saturday-Sunday)
2010	Nevada Northern Railway 4-6-0 40, 2-8-0 93	Nevada Northern Railway
2010	Union Pacific 2-8-0 618	Heber Valley Railroad
2010	SOO Line 2-8-2 1003	Wisconsin & Southern Railroad
2011	Southern Railway 2-8-0 154	Knoxville & Holston River / 3 Rivers Rambler
2014	Denver & Rio Grande Western 2-8-2 489	Cumbres & Toltec Scenic Railroad
2015	Denver & Rio Grande Western 2-8-2 489	Cumbres & Toltec Scenic Railroad (March)
2015	Denver & Rio Grande Western 2-8-2 484 & 489	Cumbres & Toltec Scenic Railroad (September)

We take pride in the fact that “real” railroads like Canadian Pacific, RailAmerica, Gulf & Ohio Railway and Wisconsin & Southern have allowed us to operate events using their lines (including CPR’s very busy main line, the Laggan Subdivision through Banff National Park), and that we’re always welcome back. We believe that this speaks to our professionalism and safety record.

Who Is HTP? (cont'd)

While these events are sometimes referred to as “photo freights” or “charters,” they are actually more comprehensive than just coupling a locomotive up to a train. As Jim Gunning put it, “These trips are opportunities to photograph and witness *what steam railroading actually looked like*.” That means that in preparation for an event we may study timetables to understand local operations in a particular time period, fund the temporary or permanent restoration or repainting of locomotives or other equipment, coordinate with antique car owners, etc. Above all we strive for “typical authenticity,” and our events often work more like movie shoots than a typical “railfan weekend” or passenger excursion.

Following are a few examples from past events, to illustrate just what goes on prior to and during an HTP event.

East Broad Top, 2005: this event was organized by Jim Gunning prior to the formation of HTP. Volunteers restored the appearance of the property to that of the 1930s, including re-installing signs at the station that were taken down and stored when the railroad closed in 1956. The schedule and photo opportunities were based on the actual EBT time table of the 1930s. The Orbisonia, PA, US Post Office loaned materials and personnel to help us demonstrate how mail was transported during the 1930s, and a Model A automobile was loaned by a local resident to complete the scene.

In the daylight scene below, EBT Train no. 1 (the mail train from Robertsdale to Mount Union) has arrived at the station, and mail and express is being transferred as EBT Train no. 9 (the Shade Gap local) is arriving for its connection. In the night scene, a northbound extra and EBT Train no. 12 (to Shade Gap) await the arrival of EBT Train no. 6, the evening mail train to Robertsdale.

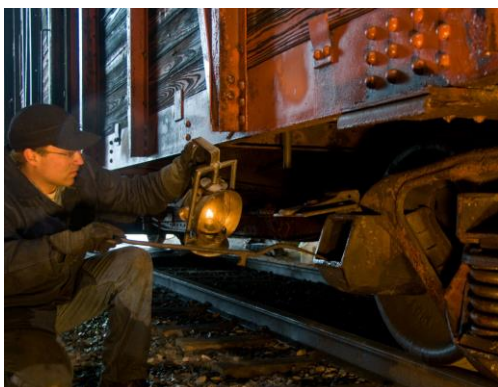
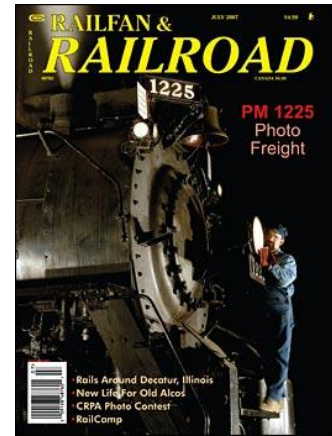


Who Is HTP? (cont'd)

Pere Marquette 1225, 2007-2008: prior to operating the Steam Railroading Institute's Pere Marquette 2-8-4 1225 on a photo special for the first time, SRI restored two freight cars and a railroad telephone booth using materials provided by HTP. A local antique auto club was contacted, and its members participated in many of the photo setups. A local grain elevator owner allowed us to use his property for day and night runbys (as well as a picnic dinner), and moved equipment to our specifications.

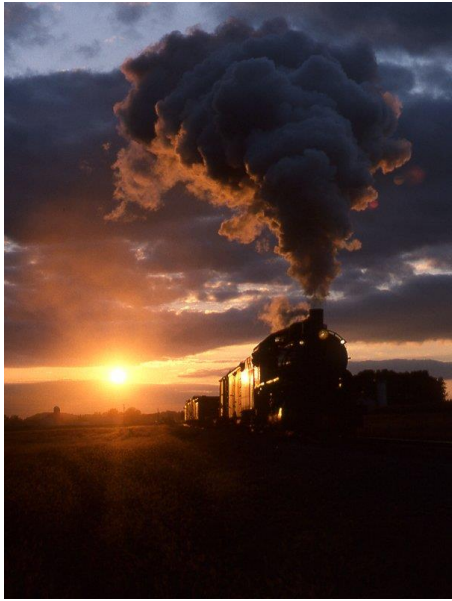
Because this event involved participants traveling to photo locations in car pools, local law enforcement was given a complete calendar of our movements, and a "road crew" directed parking and traffic at each location.

In 2008, SRI acquired and restored more freight cars using materials provided by HTP, and numerous human-interest photo opportunities were planned. The Elks Lodge repainted their former Grand Trunk Western station (on an active Rail America line) and removed fencing from the platform area. SRI's cabooses were stripped of modern items and stocked with vintage cookware; meals were cooked, eaten, and cleaned up in the cabooses. Scenes servicing equipment were posed as well, including an all-female servicing crew inspired by Jack Delano's 1943 photos of the C&NW's female hostlers in Clinton, IA.



Who Is HTP? (Cont'd)

Of course, in addition to the preparations and scenes mentioned above, there ARE photo runbys.



As well as night scenes:



What are the Benefits of working with HTP?

We believe there numerous benefits to hosting an event planned by HTP.

First and foremost, when the cameras and lighting are put away and the participants drive off, your organization will have money in its treasury, and perhaps one or more pieces of equipment restored that might otherwise still be unserviceable.

You'll have an album of stunning photos, provided by our attendees, for use in your brochures and gift shop.

Your organization may get press exposure it wouldn't otherwise receive. Our February 2008 events were covered by the media, and the editors of both "Trains" and "Railfan & Railroad" paid full fare to attend. In fact, Steve Barry of "Railfan & Railroad" said of our February 2008 event:



"The HTP/SRI/Huck weekend was one of the best photography events I have ever attended . . . It was an absolutely incredible weekend. The depth of the photography goes well past the bazillion runby-type events. I'm still trying to sort out the A+ photos from the A photos. B, C, D, and F photos were almost impossible to come by.

One of the best bargains of the trip was the "caboose pass" that gave a photographer about 20 minutes alone in a caboose with a full crew decked out in period dress. Everything modern was stripped out of both the Pere Marquette and Ann Arbor caboose, and the resulting shots are timeless. The caboose pass also gave 12 photographers lunch in the caboose (three photographers in each caboose for each of two lunches) that also yielded timeless photographs, from the steam rising from the cooking pan to the percolated coffee to the jams and pickled eggs on the table. And the food was delicious!"

We look forward to answering any questions you may have, and to working with you.

Michael Allen
John Craft
Jim Gunning
Mike Raia

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