



The Austin & Texas Central's workhorse diesel locomotive, No. 442, a significant historical asset in her own right, has been sidelined with some electrical and mechanical aches and pains since the end of 2016. While our excursion service has continued with our fine leased diesel, Horizon Rail No. 3134, we are anxious to finish up necessary work on 442, to once again have our own engine in action on the main track. And you can be a big help!

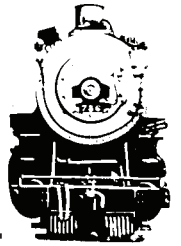
Improvements have been under way on 442 for some time, but she still needs some work to be back in fine fettle, including refurbishing of both of her six-wheel trucks (including possible replacement of some wheelsets), replacement of one or more traction motors, correcting leaks and cleaning up her complicated wiring. That will probably run about \$42,000 in capital expense, of which \$5,000 has already been pledged. If you can pitch in with an amount that's comfortable for you, our historic 1960 diesel will be that much closer to being back where she should be, pulling our trains!

Historic locomotive restoration is what we do at ASTA, and we're also focused on our other Alco diesel, No. 605, and of course, our signature steam locomotive, Southern Pacific 786. But for now, 442 will help keep the trains rolling to keep all our preservation efforts moving forward. Give us a call or go to our website to make your donation, and thank you for your support!

-- AUSTIN STEAM TRAIN ASSOCIATION

(512) 477-8468

AustinSteamTrain.org



Handsome New Concession Car "Cedar Park" Now Gracing the A&TC's Trains

Passengers Can Enjoy Food, Drink, Souvenirs in Climate-Controlled Comfort

After a hiatus of nearly two years, concession-car service has returned to the Austin & Texas Central's trains, with the launching of *Cedar Park*, a former Santa Fe coach now transformed into a welcoming, climate-controlled car where passengers can shop for beverages, snacks and souvenirs.

Cedar Park's gleaming interior and all newly-built furnishings make it, "by common agreement, the finest concession car on any excursion railroad in the country," said ASTA Chairman Ben Sargent.

The streamlined car was completely repainted inside, and features new windows, floors, appliances, cabinetry, electrical systems, PA and heating and air conditioning, and will soon be equipped with a new Microphor restroom.

The car's custom-built American-maple cabinets include four display towers, two glass-enclosed display cases and an open bank of fixed shelving. Drinks are served from a counter with two cooler chests, and car staff work from a checkout counter with authentic Santa Fe Indian-art decorations on the walls.

The bathroom will include



a sink and counter, a couch and a changing table. A work-room includes two large ice freezers, a sink and a counter for preparing coffee and tea.

The car's interior and floors are painted in the cheerful Southwestern colors of Santa Fe's historic blue and orange scheme.

Total cost of *Cedar Park's* three-year restoration came to \$350,000, paid for with ASTA funds and with many generous donations, including grants from Burdine Johnson Foundation, Texas Historical Foundation, Austin Community Foundation and the City of Cedar Park's tourism and travel funds.

The car, originally Santa Fe 3163, was purchased by ASTA in 2013 with sister coach 3160, which awaits future restoration.

Rebuilding of *Cedar Park* (named for ASTA's home terminal city) began in 2015, but gained new urgency in

July 2016 when the railroad's original concession car, a converted 1920s-era Pennsylvania Railroad coach, was sold along with ASTA's entire fleet of six identical coaches. The steel P70-class coaches were not climate-controlled, so concession-car staffers and customers often suffered the effects of Texas winters and summers.

Left without a concession car, the A&TC sold food, drink and souvenirs first in the privately owned lounge-sleeper *Eagle Cliff* and then in the railroad museum in ASTA's Cedar Park depot, but concession revenues lagged at about a quarter of their usual pace.

Joe Pinnelli, an ASTA director and general contractor with both historical-preservation and railcar-renovation experience, took charge of the *Cedar Park* project in February 2017, and work proceeded until the car was able to make a test run on May 6 and its first revenue run on May 12.

Cedar Park was built by the Budd Co. in 1950 as part of an order of coaches for the Santa Fe's *San Diegan* service between Los Angeles and San Diego.



Veteran concession-car volunteers Marilyn Andes (l) and Kay Redmiles (r) flank Crew Chief Linda McDonough in the Cedar Park's Southwestern-themed interior.

Thanks to our generous friends!

(Donations from January through April 2018. If we have left anyone off, please accept our apologies and contact us at director@austinsteamtrain.org so we can make sure we recognize you in our next edition.)

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...and more thanks!

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Concession-Car Honor Roll...

Bringing the A&TC's fine new concession car *Cedar Park* to completion required the dedicated efforts of many talented people planning, funding, leading and building, and to them all ASTA owes a deep debt of gratitude. Here are the names in alphabetical order, and if any were left off, we'll salute them now and recognize them later!

Architectural Tile and
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Austin Community
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Ana Breest
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Come Railroading With Us.....

There's a Place for You as an ASTA Volunteer!

ASTA needs conductors! We need car attendants! We need engineers! We need crew chiefs! We need brakemen!

In short, we need you to come railroading with us as an ASTA volunteer!

All of our 100-plus trains every year are staffed by fully trained and qualified volunteers, and if you'd like to learn real railroading skills and the opportunity to use them on a real railroad, or if you enjoy interacting with people and helping our passengers have a great train experience, ASTA would be pleased and proud for you to join us!

Our volunteer corps is a diverse group who all share the mission of preserving our railroad heritage and sharing it with our 30,000 passengers every year. And in addition to train duties, there are opportunities that range from stuff-

ing envelopes to laying track.

We provide all the orientation and training, and all you need bring is a spirit of adventure and a willingness to lend a hand in carrying out ASTA's historical mission.



ASTA volunteers enjoying a perfect spring day in Southwest Williamson County Regional Park for a volunteer family picnic. Several social gatherings through the year give ASTA a chance to thank the volunteers for their service. (Zena Vaughn photo.)

Our volunteer coordinator, Erin Hoff, can give you the details and get you started. Contact her by phone at 512-477-8468 ext. 1, or by email at volunteers@austin-steamtrain.org.



Finding the Way....

The fast-growing City of Cedar Park has installed way-finding signs along its major thoroughfares, directing drivers to important community locations and of course, to the city's No. 1 visitor attraction! Two of the signs on Discovery Boulevard, we are confident, will end years of occasional confusion as passengers seek out ASTA's offices and depot. Thanks, City of Cedar Park!

History Corner

Where Passenger Trains Once Steamed Out of Downtown Austin

These two interesting photos, probably from the 1930s, are rare shots of Austin's twin Congress Avenue railroad depots, showing as they do both stations in the same picture, and are shot looking east up Third Street. Both are from the massive John W. Barriger collection of period railroad photos at the University of Missouri-St. Louis.

The top photo, with the ornate Southern Pacific depot on the left and the Missouri Pacific depot on the right, would be after the MP station's esthetically unfortunate remodeling in 1923, but prior to 1940, as an Austin streetcar can still be seen crossing in Congress Avenue.

The bottom photo, taken from a point further west, shows two signals hanging over the tracks from a cable. According to an MP employee time table of 1937, these signals told Missouri-Kansas-Texas trains and MP trains when they could depart westward on MP tracks. ("Katy"

trains stopped at the SP depot, then departed westward for San Marcos over trackage rights on the MP.)

The SP depot, on the other side of Congress in the pictures, was built in 1902 and demolished in 1965. The MP station, built in 1888, was torn down in 1955 and replaced with the building that now serves Amtrak trains on the west side of Lamar Boulevard.

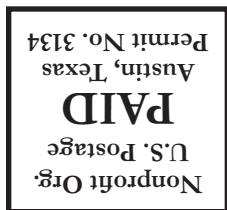
The stretch of Third Street in the photos, at that time filled with tracks and lined with freight houses, warehouses and factories, would be unrecognizable to its current denizens, having grown into a busy, hip urban neighborhood of condo towers, restaurants and shops.



A Special Thanks to Our Friends and Supporters,
the City of Cedar Park and Cedar Park Tourism Services!



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