



For many years, the Florida Railroad Museum had a quarterly publication named TRACKS which was edited by Gene Strattmann. In the digital age the name was changed to E-TRACKS to reflect digital mailing. Like many small publications we lack original articles. If you can help, please send us original stories about Florida railroading, and we surely will consider it for publication.

For this issue of E-TRACKS, we do have some exciting news about what has been going on with our museum. First is the recent acquisition of three stainless steel Budd passenger cars that were located in Ohio. These cars were delivered in early October, and will need some restoration to become fully operational. Next, volunteers have been working on our Willow Station, to make the freight house into our new historical museum. We will display artifacts from our early museum history as well some history of Florida railroads. A sneak preview will be held during Pumpkin Patch, and the grand opening will occur sometime next year. For those of you who have visited our Parrish station, you may have noticed the Bradenton sleeper is being refurbished on the inside. Lastly we have a restoration to do list, including the Frisco 3749 steam locomotive which is located on our yard spur in Parrish. That locomotive was donated to us by Orlando, and we have just started a project to cosmetically restore the locomotive in its original Frisco appearance.

Call for Volunteers

As most of you are aware we are a volunteer organization, which depends on volunteers for most of our operations. We also are a designated Florida State RR Museum and a 501c(3) Corporation. We depend on ridership and donations for our existence. So here comes the appeal for help. If you have the desire and time to volunteer, we especially need your assistance during our busy autumn, and early winter schedule. There are many things you can do, especially for the people who have little railroad experience. It takes a lot of time and effort to get those thousands of Christmas lights up in Willow and decorate our trains. We also need extra help in staffing our trains, and little training is required except for a bit of physical stamina. And lastly, our Model Railroad Division needs help in setting up and monitoring the display in Willow, especially for Pumpkin Patch which is our next major event.

Below is specific information from Stan Kotas for anyone that is interested in helping with the Model Railroad display.

Greetings! The Model Railroad Division (aka MRD) will be putting together model railroad displays for the Pumpkin Patch Express (Oct. 24-25) and the North Pole Express (all 13 nights). The displays will be at Willow under tents which will protect the equipment as well as those manning the displays.

We invite you to come out to help with these displays.

Help is needed to set up, operate and take down. It is a lot of fun to watch the kids (of all ages) enjoy the trains and the holidays being celebrated.

Set up for PPE will be Friday, Oct. 23rd at 10:00 AM. Manning for the display will be 9:30 AM – 6:00 PM both days.

Set up for NPE will be Wednesday, Dec. 2nd at 10:00 AM. Manning for the display will be 4:30 PM – 10:00 PM each night.

Please contact Stan Kotas at 813-335-4808 or sandikotas@me.com to volunteer or for additional information. For those volunteering at the NPE we will provide food vouchers for a meal before the trains start to arrive.

If you'd like to run a g-scale train (ours or yours) on displays designed for each holiday please come out and enjoy the fun! And don't be bashful – volunteer for both events and double your fun!

See you on the tracks.....your MRD.

As members, you are entitled to ride the train free during all nonevent weekends. So, if you are interested in volunteering in any manner, please contact the Conductor the next time you ride our trains. For those of you who wish to donate to any of our projects, especially the restoration of our Parrish equipment, please contact the ticket office to get your donation registered and receive your tax donation receipt.

Please note the next section on the history of our new BUDD cars, which were delivered to the Florida Railroad Museum on Saturday October 3, 2015.

RPCX 103



This coach was originally delivered to the Atchison, Topeka & Santa Fe Railway, numbered 3155 in 1946 from the Budd Company, lot number ZA7, as a 52 seat coach.

The 3155 escaped the Amtrak consolidation being sold to the Metropolitan Transit Authority of New York in 1970 where it was renumbered 2438 and converted into an 86 seat car for operation on the Westchester - Harlem commuter line. MTA then donated the car in 1985 to the Valley Railroad Company in Connecticut.

Later that same year, the 2438 was sold for scrap.

Orville Railroad Historical Society (ORHS) came to possess the car in 1986. The car was converted to 68 seats with room for satellite food service. Further improvements included paint work, new windows, carpeting added to the wall and ceiling and recovered seats.

RPCX 104 - City of Orrville



The 104 was originally built by the Budd Company in lot number ZA16 for the Atlantic Coast Line Railroad. The ACL numbered this coach 214, the seventh of eight built in this order. With the merger of ACL and the Seaboard Air Line Railroad into the Seaboard Coast Line, the car was renumbered to 5406. The car was eventually transferred to Amtrak, retaining its SCL number.

Rail Diversified of Akron acquired the car, then sold it to ORHS in 1986.

The 104 required remarkably little renovation to put into service in 1987. After a thorough cleaning, new windows, and painting in the lounge area, the coach was ready for service. The car retains its original 54 seat capacity.

The car was named the City of Orrville to pay tribute to the dedication that was shown by the group originally formed to save the Union Depot from destruction by wrecking ball. The 104 has been recognized as the namesake of the Orrville community in its many travels for ORHS.

RPCX 106



The 106 was built by the Budd Company in 1939 for the Seaboard Air Line Railroad, the first in lot number ZA146. This car was used in SAL's Silver Meteor trains as a 56 seat coach and was originally numbered 6203. The number was changed to 5607 upon the merger with the Atlantic Coast Line Railroad to form Seaboard Coast Line. The car retained that number through the transfer to and use by Amtrak.

The coach was then sold to the Metropolitan Transit Authority of New York and renumbered to 2473. MTA then donated the car to the Valley Railroad Company in Connecticut and it was subsequently set aside for scrap.

After acquiring the car from Valley Railroad, ORHS did a complete interior renovation including new windows, new linoleum and carpeting on the floors and walls, new seat covers and new wallpaper in the lounges. New wood window sills were installed along with custom picture frames for the portraits of each of the seven U.S. Presidents that came from Ohio. The car has since been upgraded with a new diesel generator.

President –Pat Masterson

Membership Chairman –Tom Walenta

Station Master –Heather Vick