



courtesy photo © CSRMF

The California State Railroad Museum Foundation (CSRMF) has a restored, heavyweight, Pullman Sleeper, St. Hyacinthe (above), from the Canadian National Railroad built to the same plans as the La Reine. These all-steel constructed sleepers were called heavyweights (built from 1910-1940) because of the high weight of the steel construction (1 ton/foot) as compared to the previous wood and subsequent alluminum clad construction styles.



photo © Philip Cook

Shown here in its current condition, the Industrial Heritage Society's PRR car, La Reine, will look very similar to the St. Hyacinthe (at top) when final renovations are complete.

Photos below contrast the current condition of the La Reine's interior sleeper compartments to the restored CSRMF St. Hyacinthe. Plans are to restore the sleeping compartments to operational condition.



photo © Tom Chubinski

courtesy photo © CSRMF

## Support the Western Michigan Society for Industrial Heritage

Become a member of the Industrial Heritage Society or make a donation today!

We have individual or family membership

- levels:
- Annual Individual (\$20/yr) or
  - Lifetime Individual (\$200)
  - Annual Family (\$30/yr) or
  - Lifetime Family (\$300)

Since the Society is organized on a membership basis, each category is entitled to one vote at membership meetings of the Society. Regularly scheduled meetings occur on a quarterly basis and are usually held at the Coopersville Farm Museum, 375 Main Street in Coopersville, MI. Regularly scheduled meetings and special meetings are announced on our website at [www.coopersville.com/industrialheritage](http://www.coopersville.com/industrialheritage). Public documents and project information are also made available here.



This is a worthwhile project and I would like to help make the Handicap Accessible railcar a reality. Please accept my donation to this project in the amount of \$ \_\_\_\_\_, and keep me informed as to its progress.



Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State/Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

Donations to this project are welcome and will receive a receipt for tax reporting purposes. Donations to the Handicap Accessible Railcar renovation project may be made by check and/or money order payable to, The Western Michigan Society for Industrial Heritage, Attn: Treasurer, PO Box 273, Coopersville, MI 49404-0273.



Western Michigan Society  
for Industrial Heritage  
dedicated to  
Preservation  
Renovation  
& Education

# We Would Like To RIDE THE TRAIN TOO!

PO Box 273, Coopersville, MI 49404  
[www.coopersville.com/industrialheritage](http://www.coopersville.com/industrialheritage)



Coopersville residents Ed Helzer\* (left) and Brian Luke look forward to the Industrial Heritage Society's handicap lift-equipped historic railcar.

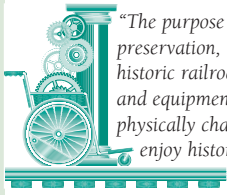
## YOU CAN HELP MAKE THIS DREAM A REALITY

by joining the Society and/or donating directly to this project.

The Western Michigan Society for Industrial Heritage is a registered 501(c)(3) non-profit organization.

Donations are tax-deductible to the extent allowed by law.

\*Like many members of the "Greatest Generation" Ed Helzer joined his contemporaries on 23 June 2005 at 77 years of age. Unfortunately, before his dream became a reality. We salute his dedication as a volunteer of the CGM Railway and his determination to help others.



"The purpose of the Corporation is the acquisition, preservation, restoration, display and interpretation of historic railroad and other industrial artifacts, buildings and equipment; and to provide ways and means for physically challenged people to participate in and enjoy historic railroading..."

Articles of Incorporation (II.b)

The California State Railroad Museum is one of the premier Railroad Museums in the country. This is the accessibility statement from their website, "Our excursion train rides . . . are not fully accessible to persons with disabilities, due to historic, limited doorway widths and steep stairwells. However, our train crews are always pleased to lend assistance . . . (provided wheelchairs or other oversize assistive devices are not required during the trip)."

- California State Railroad Museum  
(www.csrmmf.org/doc.asp?id=395)

Referring to handicap accessibility on the C & M Railway, "We have to turn down requests everyday."

- Jeff Du Pilka, president  
Coopersville & Marne Railway

These are the accessibility issues physically challenged individuals face everyday. On historical railroad equipment the problems are compounded by narrow hallways and steep steps.

Members of the Coopersville & Marne Railway decided to do something about this problem and in 2001 formally organized the Western Michigan Society for Industrial Heritage. In 2002, the Society received its 501(c)(3) non-profit designation from the Internal Revenue Service and applied for and received a license to solicit funds from the Michigan Attorney General's office.

As stated in the Articles of Incorporation (excerpt above) and the mission statement, a primary focus of the Society is to make historic railroading accessible to handicapped individuals.

The Society has completed an exhaustive search for just the right kind of railroad equipment that

could be adapted to handicap accessibility as well as provide a historic, educational opportunity for everyone.

At the October 5, 2005 meeting the board of directors authorized the purchase of the Pennsylvania Railroad coach, currently labeled, PRR 493827. Built in Pullman's Calumet shops in October 1929 it was part of a 14 car contract and used on the Louisville & Nashville's (L&N) "Panamerican" Line. The original name, La Reine, can be found underneath the paint on the doors. The all-steel construction (which has been inspected and found structurally intact) makes it ideally suitable for installation of a handicap lift.



Last used as a mechanics work car, the coach has six



intact sleeping berths in the center of the car. These are targeted for restoration to operating condition to show future generations how "basic" cross-country sleeping car travel occurred in the 1930s.

One end of the car will have a handicap lift installed along with a handicap accessible restroom and wheelchair tiedowns. The opposite end will incorporate tables and seating suitable for riding/dining for those individuals not confined to a wheelchair.

The Society feels the combination of historic significance enhanced by the accessibility to physically challenged individuals will make this a one-of-a-kind railroad experience that's accessible to all.



But, we can't do this alone — we need your help. We need financial contributors as well as skilled tradesmen or women who can volunteer their time. To make this project a reality we also need members with leadership, knowledge, and a passion for the disabled and the historical significance of the project.

Outlined below is a not-to-exceed budget for this project. Costs include the purchase of the coach and the addition of a generator so it is self-supporting. We have received a bid for the renovation from West Shore Services in Allendale, MI which has been reviewed by independent outside contractors to be fair and appropriate.

Purchase Price	<b>PURCHASE COMPLETED</b>	\$10,000
Generator		\$12,000
Fund Raising		\$4,000
Sound System		\$1,800
Renovations:		
remove old floor		\$3,200
install new floor		\$2,280
misc. interior demolition		\$800
roof repair & coating		\$3,400
window repair		\$4,200
repair A & B vestibules		\$4,000
paint exterior (high quality automotive paint)		\$7,000
undercoating		\$1,500
interior electric & exterior undercar lighting (for handicap loading area)		\$5,000
120/240 volt electrical service (train line connections)		\$2,000
heating & cooling		\$6,200
restore six sleeper berths (includes upholstery & mechanical)		\$3,600
prep opening for handicap lift		\$1,260
install lift & aluminum door, (Clock Conversions) & wheelchair tiedowns		\$9,212
handicap restroom installation (includes sink, stool, holding tank, water tank/pump, door, partitions)		\$3,830
interior woodwork		\$27,500
interior paint		\$1,850
interior carpet		\$1,200
Mechanical:		
complete COT&S and inspection of wheelset & brake system		\$1,100
Contingency		\$8,000
<b>Project Total</b>		<b>\$124,832</b>