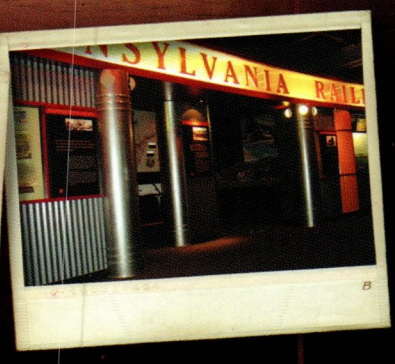
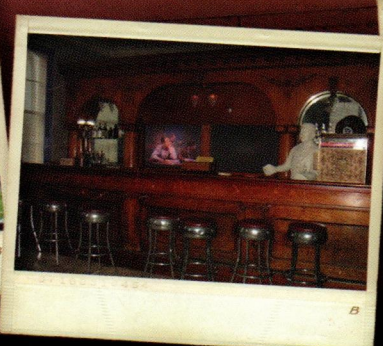
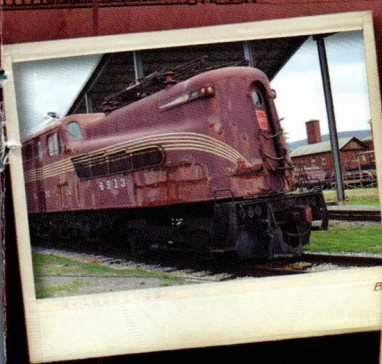
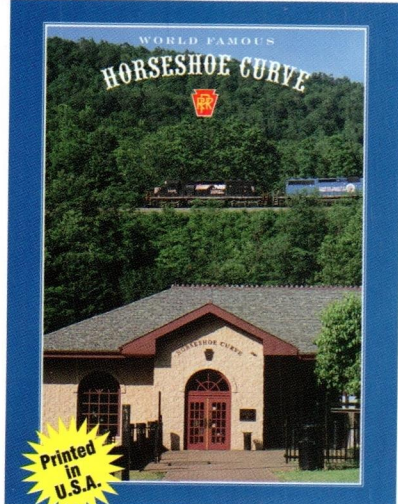


ALTOONA
RAILROADERS
MEMORIAL MUSEUM
GUIDEBOOK





WORLD FAMOUS HORSESHOE CURVE

A beautiful book published and printed in Pennsylvania by the publisher of Altoona Action and PRR Lines West!

A brief history of this engineering landmark is illustrated with many beautiful color and b&w photographs. From steam to diesel, we take a look at the Pennsylvania Railroad, Penn Central, Conrail and Norfolk Southern

The Railroad Press



www.alco628.com

Only \$9.95

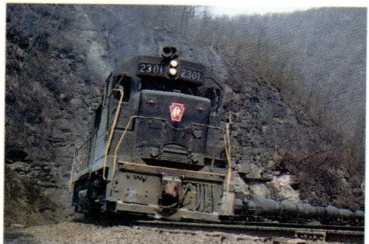
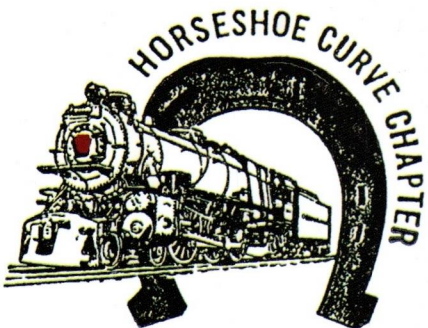


Photo by David W. Seidel

**Available on the front counter at
HORSESHOE CURVE VISITOR CENTER
and RAILROADERS MEMORIAL MUSEUM**

NATIONAL RAILWAY HISTORICAL SOCIETY



ALTOONA, PA

ALTOONA CURVE



877.99.CURVE
altoonacurve.com

FOLLOW US ON



1000 PARK AVENUE
ALTOONA, PA 16602





CONTENTS

BOOK CONTENTS

About the Museum	Page 4
Horseshoe Curve Facts	Page 5
Inside the Museum.....	Pages 6-9
The Journey of K4 #1361	Page 10-12
Railroad Ancestorage	Page 12
Harry Bennett Memorial Roundhouse	Page 13
Round House Rolling Stock.....	Pages 14-17
Stay On Track / Directions	Page 18
Other Altoona Attractions.....	Page 19

ALTOONA RAILROADERS MEMORIAL MUSEUM STAFF:

Executive Director:	Larry Salone
Chief Operating Officer:	Cyndi Hershey
Director of Administration:	Maria Strohm
Director of Marketing:	Sherry McCarthy
Facility Manager:	Matthew Hershey

ENTRANCE

ABOUT THE MUSEUM

MUSEUM HOURS:

April 5 thru May 2 – Mon thru Sat 10am – 4pm,
Sun 11am – 4pm

May 3 thru October 27 – Mon thru Sat 9am – 5pm,
Sun 11am – 5pm

October 28 thru December 22 – Fri & Sat 10am – 4pm,
Sun 11am – 4pm

Closed December 23 and Thanksgiving Day

Cost (includes Horseshoe Curve) Same Day:

Adults (12 - 61) \$10 • Seniors (62 & over) \$9

Children (2 - 11) \$8 • Children under 2 FREE

HORSESHOE CURVE HOURS:

April 5 thru May 2 – Mon thru Sat 10am – 4pm, Sun 11am – 4pm

May 3 thru Oct 27 – Mon thru Sat 9am – 6pm, Sun 11am – 6pm

Oct 28 thru Nov 24 – Fri & Sat 10am – 4pm, Sun 11am – 4pm

Weather permitting, Facility may be closed due to weather conditions

Closed November 25 for the season

Cost: Ages 2 – Senior: \$6 • Children under 2 FREE

(814) 946-0834

OR

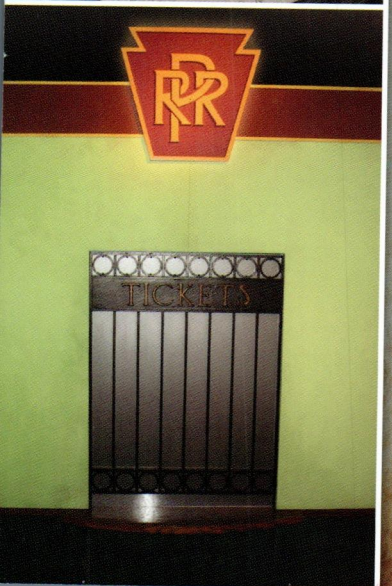
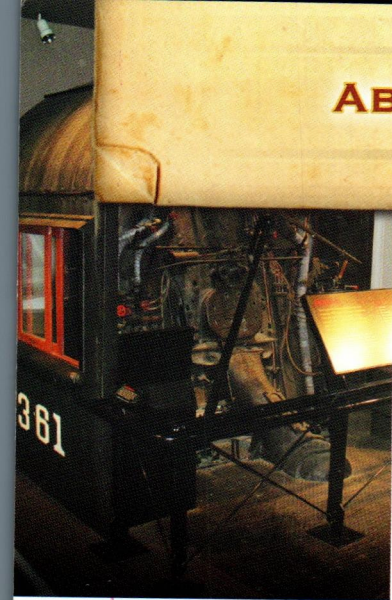
888-4-ALTOONA

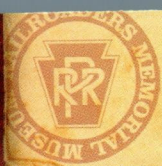
WWW.RAILROADCITY.COM

WHILE YOU ARE AT THE MUSEUM:

First-floor restrooms are equipped for handicapped guests and for those with small children. Drinking fountains are located in the basement and third floor.

Coat room is located in the basement.





HORSESHOE CURVE FACTS

The Horseshoe Curve opened February 15, 1854 and was engineered by J. Edgar Thompson. It is located at Kittanning Point, at the base of the Allegheny Mountains. The length of the curve is 2375 feet. Degree of curvature is 9 degrees; 25 minutes; central angle is 220 degrees. Elevation of lower (east) end of the curve is 1594 feet, upper (west) end is 1716 feet-122 feet total elevation climb. The grade is 1.8% or 1.8 foot rise per 100 feet.

Other interesting facts:

Wagon transportation from Philadelphia to Pittsburgh took about 20 days. In 1834, the same trip via train, canal and the Allegheny Portage Railroad (to cross the mountains) took about 4 days-when the canals weren't frozen.

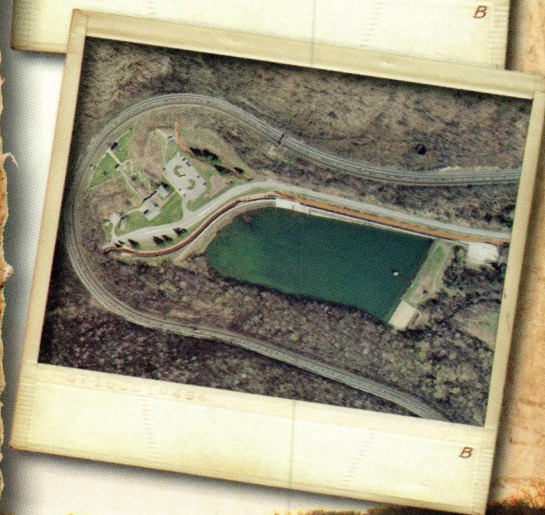
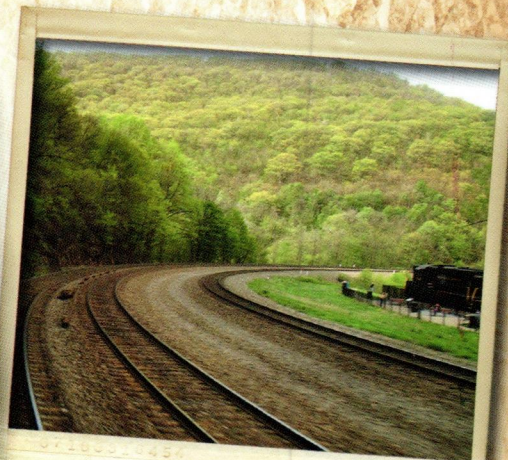
By 1852, trains could cross the state but were still dependent on the Allegheny Portage Railroad, which didn't operate at night.

With the addition of the Horseshoe Curve in 1854, passengers could travel the entire route by rail, and the time was reduced to an average of 15 hours.

The construction of the Curve was done by about 450 workers, many of them from Ireland. The work was done entirely by hand, and workers were paid 25 cents per hour for a twelve hour day.

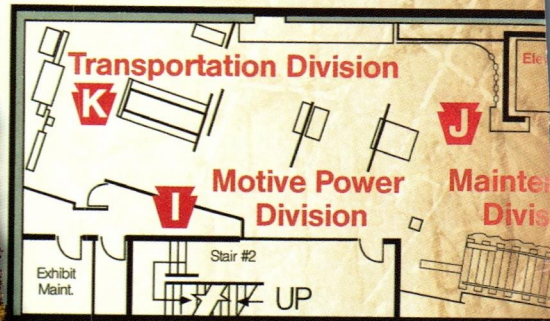
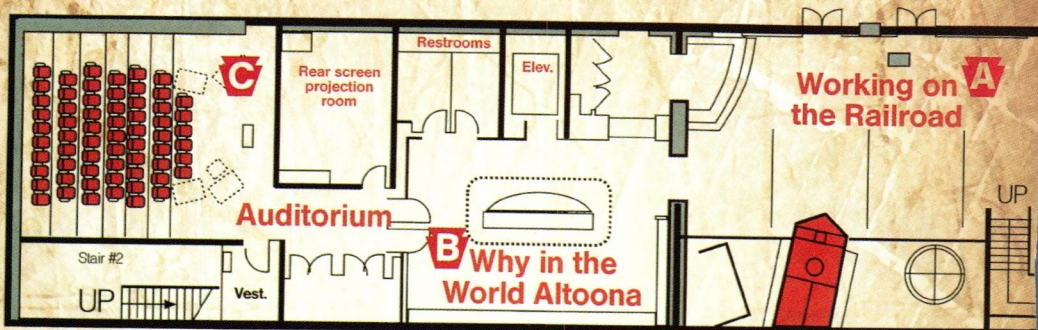
The Horseshoe Curve was on a list of twelve key industrial sites targeted by Nazi saboteurs who were captured at tow sites on the U.S. coast in June 1942.

Famous people who have traveled the Curve: Abraham Lincoln, William McKinley, Theodore Roosevelt, Herbert Hoover, Franklin Roosevelt, Harry Truman, Dwight Eisenhower, Jimmy Carter and dozens of vaudeville, stage and screen stars.





INSIDE THE MUSEUM



FIRST FLOOR:

(A) Working on the Railroad: The sounds of steam engines welcome you back to the days when rail was king. In the lobby, a life-size replica of K-4 #1361 stands tribute to the 6,000 steam locomotives built in Altoona, and to the workers who built them. This is where you begin your journey through the Railroaders Memorial Museum, housed in the historic 1882 Master mechanics Building that once was home to the extensive testing labs of the "Penny."

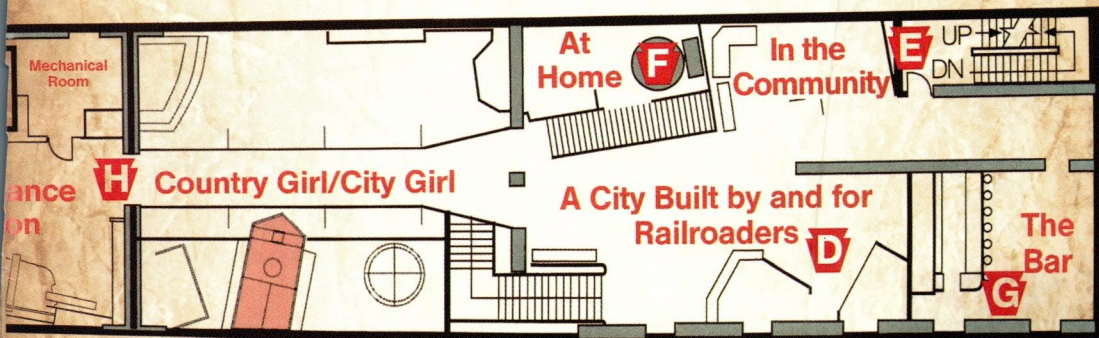
(B) Why in the World Altoona: Find out why quiet little Altoona, at the foot of the Allegheny Front, became the bustling heart of construction for the Pennsylvania Railroad. Look back on the rail city's heyday, when everyone from U.S. presidents to Nazi saboteurs focused on this Central Pennsylvania city that was home to rail barons living in luxury as well as immigrants working long hours on the railroad.

(C) Norfolk Southern Theatre: Watch "Altoona at Work: An Era of Steam" and immerse yourself in the time when life in Altoona revolved around the railroad, and the Pennsylvania Railroad revolved around Altoona. Go back 150 years to the "Birth of the Curve" to find out why the Horseshoe Curve was necessary and how this engineering marvel was constructed. Finally, "Working the Mountain: Workers of the Horseshoe Curve" tells the day-to-day story of the Horseshoe Curve through interviews with track workers, locomotive engineers and others who worked there over the years.

FIRST FLOOR



SECOND FLOOR

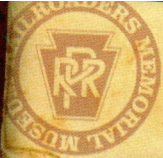


SECOND FLOOR - A CITY OF RAILROADERS:

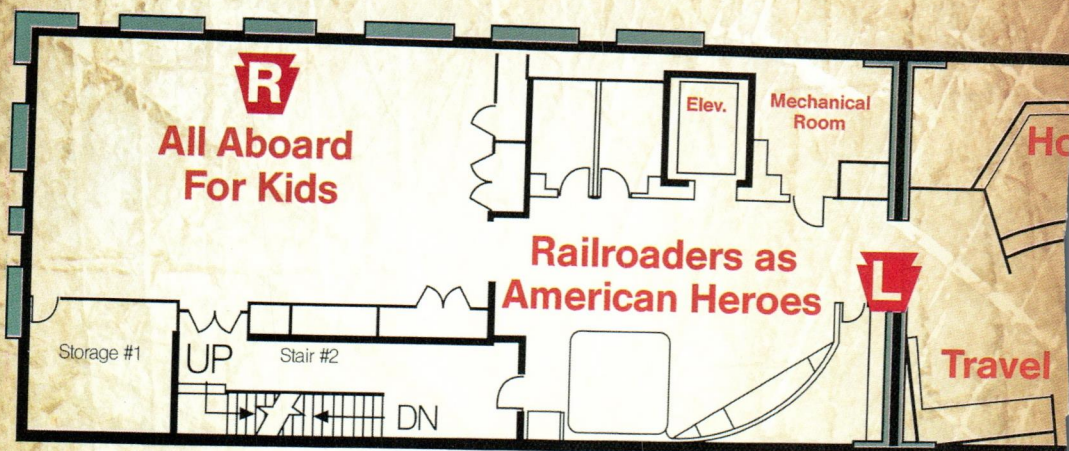
- (D) A City Built by and for Railroaders:** Wander from Dutch Hill to Little Italy, among the ethnic neighborhoods that Altoona's railroaders called home.
- (E) In the Community:** Track down the diverse interests that occupied railroaders outside the shop, from churches to secret societies to picnics at local amusement parks.
- (F) At Home:** See how railroaders' wives ran their home "shops" from their kitchen tables, struggling to bring order to a city of grime.
- (G) The Bar:** Take the railroader trivia test, then listen to workers "hash" the day's events and argue local politics.
- (H) Country Girl/City Girl:** Find out the difference as you cross the bridge high above the "railyard".

RAILROAD WORK

- (I) Motive Power Division:** Explore the shops where the locomotives that moved the Pennsy's trains were designed and built to exacting standards – from casting 80-inch drive wheels to choosing the color of trim paint.
- (J) Maintenance Division:** Learn about the gangs, gandy dancers and others who built and maintained 26,000 miles of track, tunnels and stations, and the wreck crews who dealt with disaster.
- (K) Transportation Division:** Test your skills at fast-paced track switching for just a few of the 5,000 trains the Pennsy ran each day, and find out why the brakeman had the most dangerous job on the railroad.



INSIDE THE MUSEUM



THIRD FLOOR:

(L) Railroaders as American Heroes: Search our extensive database to see if your family members worked for the Pennsylvania Railroad (PRR), which counted 279,000 active employees at its height.

(M) How to Run a Railroad: Watch model trains chug down the track as you learn how railroaders moved trains and communicated in the days before high-tech satellites.

(N) Travel: Experience train travel of days gone by, from elegant stations and luxurious dining cars to the secret signs of hobos. See how Pennsy passenger cars brought travelers to America's natural wonders and big cities.

(O) Report to the Shareholders: Learn about the difference between the PRR's public image and the private reality of its thousands of railroad workers, including union battles, pensions and on-the-job injuries.

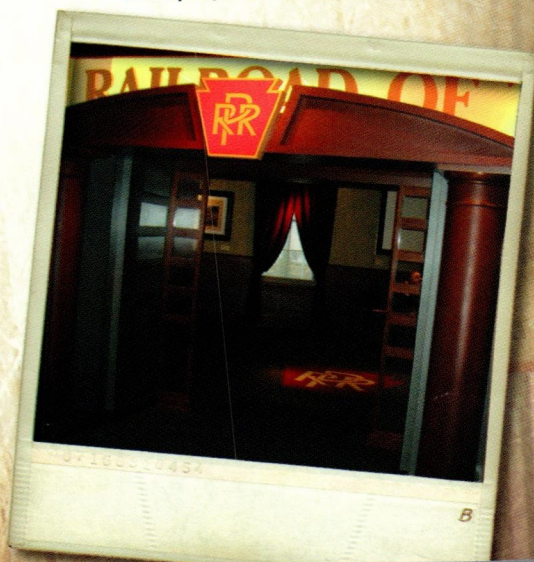
(P) The Standard Railroad of the World: Conduct some of the tests that helped the Pennsylvania Railroad set the pace for precision around the globe. From squeezing oranges to inspecting safety glasses to putting locomotives through their paces, the testing labs made railroading a science.

(Q) The End of an Era: Find out what roles victory walking sticks, security passes and Rosie the Riveter played for railroaders during World War II, before airplanes and interstate highways began nudging aside trains as America's transportation of choice.

(R) Special Events Room

FOURTH FLOOR (NOT OPEN TO THE PUBLIC):

- Administrative Offices
- Curatorial Department
- Multipurpose Meeting Room



THIRD FLOOR

A REPORT TO THE SHAREHOLDERS



How to Run a Railroad



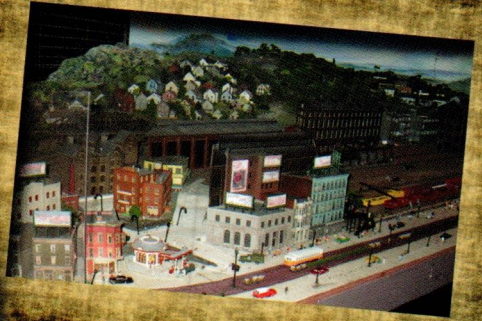
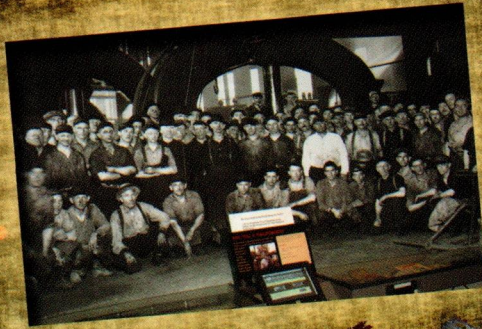
Report to the Shareholders



The Standard Railroad of the World



The End of an Era



ANIANIA RAILROAD



THE JOURNEY OF K-4 #1361

In 1985, with assistance and guidance from Altoona State Rep. Rick Geist, K-4 #1361 was assessed for possible return to service. When the assessment revealed this was feasible, the City of Altoona agreed to turn over the locomotive's title to the Museum. Conrail agreed to facilitate the removal of the K-4 from the Curve. In September 1985, the locomotive was towed off the Curve and into a shop in Conrail's Juniata complex.

Using a mix of paid and volunteer labor, the locomotive was returned to service in April 1987. During that year and 1988, a number of K-4 excursions operated on non-Conrail short-lines in the region. In 1988, while operating a "ferry" move en route from York, the locomotive suffered

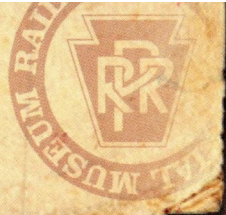


the catastrophic failure of a main bearing and drive axle, resulting in restricted, local operation. That fall, the locomotive returned to the Juniata shop for further assessment.

The assessment coincided with the Federal Railroad Administration's renewed interest in regulating the operation of historic steam locomotives. That interest triggered several years of debate on how the locomotive should be restored to meet changing regulations. By 1992, Museum officials knew that further restoration would cost at least \$1,000,000 plus. Fundraising was undertaken, and a major grant was awarded by the Southwestern Pennsylvania Heritage Preservation Commission.

In 1994 the museum signed a contract with the University of Scranton and that city's Steamtown national Historic Site for restoration of the locomotive. The University would provide project management, and the Historic Site would provide shop space, equipment and some labor. In spring 1995, the locomotive was loaded onto several high-capacity flat cars and moved to Scranton, where restoration began later that year.



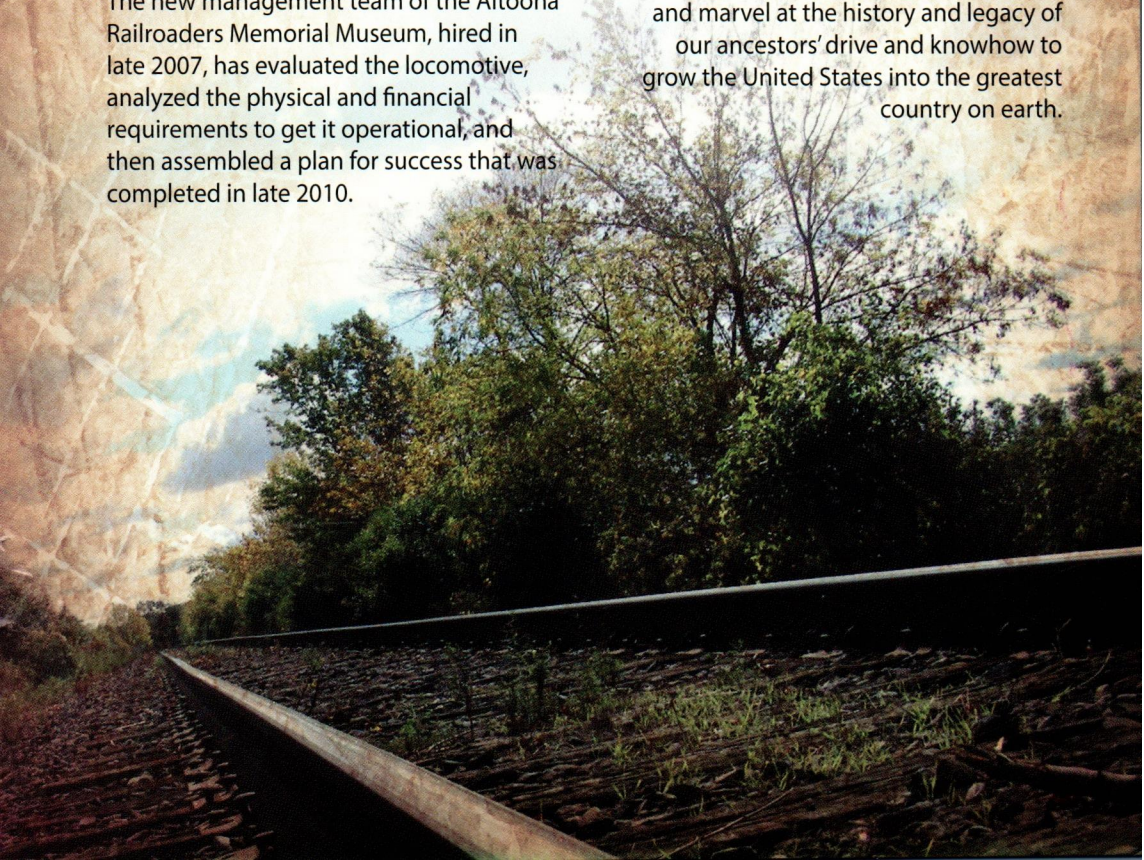


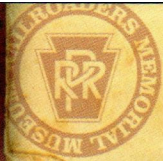
After a series of starts and stops on the project, \$1 million of additional state and federal funding was secured, and a new crew began work in 2002. Over the following 10 years, the K4 work progressed, albeit slowly. Personnel and management changes, as well as changes to locomotive and FRA specifications, resulted in a "project hold" in 2007.

The new management team of the Altoona Railroaders Memorial Museum, hired in late 2007, has evaluated the locomotive, analyzed the physical and financial requirements to get it operational, and then assembled a plan for success that was completed in late 2010.

Now, here in 2013, the K4 #1361 is ready to finish its remarkable and historic journey back to Altoona and the Railroaders Museum. The new Harry Bennett Memorial Roundhouse will become its home, and final construction, repair and re-assembly to operating status will take place in 2013 here at the roundhouse. A team of museum employees as well as outside specialists will be undertaking the completion of the locomotive back to operating status.

This official steam locomotive of the State of Pennsylvania as well as the symbol of our railroading heritage for Altoona, the Pennsy railroad, and the entire nation, will once again, be home for guests to enjoy and marvel at the history and legacy of our ancestors' drive and knowhow to grow the United States into the greatest country on earth.





RAILROAD ANCESTORAGE

CALL BOARD

Looking for information about your relatives who served in the railroad industry?

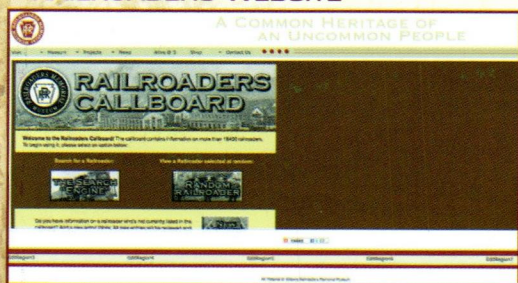
Now you can search for information from your home computer. The Railroaders memorial museum's railroad employee database – previously accessible only in the Museum – is now available on the Internet at www.railroadcity.com.

The database, known as **The Call Board**, had been available to visitors as part of an exhibit since the new and improved Museum opened its doors in the Master mechanics Building in 1998. However, with additional technological upgrades to the Museum's web access by way of adding a high-speed line and a new server donated by Altoona resident Donald E. Wissinger and family, the long-time intent to make The Call Board accessible to anyone in the world was accomplished.

Since 1998, when The Call Board was first available at the Museum, approximately **17,000 entries** have been made into the database by the process of a visitor submitting a hard-copy document answering specific questions about the particular railroader. Elements of the document include, for example, full name, job(s) held, years of service, railroad company name(s), birth date of railroader, etc. This information was all then entered into the database by an employee or volunteer of the Railroaders Memorial Museum.

But now the process has been made readily available online for those who want to document someone they knew who worked for a U.S. railroading company. Anyone interested can search The Call Board on the Internet. If the railroader is not listed, the researcher can add the listing at his or her own leisure and provide additional information as it is discovered to eventually complete the railroader profile.

RAILROADERS WEBSITE



LIBERTY MART
Restaurant Supplies and Equipment

You're at Liberty to Pay Less!

1201 Pleasant Valley Blvd.
Altoona, PA 16602 • Tel: (814) 942-1300
www.LibertyMart.com

THE HARRY BENNETT MEMORIAL ROUNDHOUSE

When the Altoona Railroaders Memorial Museum opened the Master Mechanics Building in April, 1998, it became apparent that a facility was needed to care for the Museum's growing collection of rolling stock. The Museum embarked on the design of a quarter-roundhouse to provide a place for restoration, maintenance and secure exhibition.

The first pie-shaped wedge of the building was completed in summer 2002. In 2007 and 2010, word came that additional funding was secured to complete the building and house the Museum's most prized piece of rolling stock, K-4 #1361.

The facility design was accomplished thanks to funding by a generous Museum patron, Robert Bennett of Los Angeles as a tribute to his grandfather, William Henry "Harry" Bennett. Harry Bennett had served as the first foreman of the newly constructed Juniata Locomotive Shops in 1889. Promoted to master mechanic in 1901, he oversaw, among other things, the construction of our very own K-4 #1361 as well as over 6000 other Pennsy steam locomotives and the construction of the East Altoona Roundhouse. Harry Bennett held the position of master mechanic until 1921, longer than anyone had held that prestigious Juniata position.

This roundhouse construction project will feature a working 105-foot turntable, indoor storage bays and outdoor storage spurs to display and interpret the Museum's rolling stock collection – all in a facility to be known as the Harry Bennett Memorial Roundhouse.





ROUND HOUSE MUSEUM ROLLING STOCK

The Museum's New Harry Bennett Memorial Roundhouse
will house historic rolling stock, including:

K-4 Steam Locomotive #1361

Built in Altoona in May 1918 and retired from service in 1956 after logging 2.5 million miles, #1361 is one of 425 locomotives of that class that saw service before the end of Pennsylvania Railroad (PRR) steam in 1957. These 150-ton Pacific locomotives with 80-inch drivers could take 10 passenger cars around the Horseshoe Curve and approach 100 miles per hour on level ground. The official state steam locomotive #1361 is one of two of her type saved and was exhibited at the Horseshoe Curve from 1957 until 1985. She was refurbished in 1987 and taken on several excursions, until an axle failure forced the locomotive back to the shops. Currently being rebuilt under Museum direction at the Museum in Altoona, PA.

PRR GG-1 Electric Locomotive #4913

Built in Altoona in January 1942, this was one of 139 such locomotives built for the PRR's 11,000 volt electrified New York, Washington and Harrisburg routes, the busiest lines in the United States. No. 4913 saw many miles pulling the Pennsy's famous "Congressional" passenger train. The GG-1 type, first built in 1934, could handle 20 passenger cars at speeds up to 100 miles per hour and is one of the most successful electric locomotive designs in the world. Some GG-1's worked in first-line assignments for nearly 50 years. Our 237-ton locomotive was retired in 1980. This is one of only (5) GG-1's to be originally painted in PRR Maroon with (5) gold stripes.

The Loretto

The Loretto was the private car of Charles Schwab, who eventually headed Carnegie Steel, U.S. Steel and Bethlehem Steel. The car was built in 1917 by Pullman at a cost of \$151,000. Private cars of this period usually had an open platform, but Mr. Schwab had his enclosed for year-round use.

The Nancy Steam Locomotive

This is a small, saddle-tank switching locomotive built by the Vulcan Iron Works at Wilkesbarre, Pa., in 1918, s/n 2826. Berwind-White Coal Mining Co. at Hollidaysburg operated this locomotive until the early 1960's, making it the last steamer to operate in Blair County. This 0-4-0 type never had a tender, the water being carried in a saddle-shaped tank that sits atop the boiler. Coal was carried in a bunker at the rear of the cab.

Cabin Car 477577

On the Pennsylvania Railroad, the correct terminology for a caboose was "cabin car". This is a Class N5 type, built in Altoona in June 1929 and retired in 1987. The N5 type first built in 1914, was the first all-steel design.

Tender 45304

This was originally a Class 90F82 coal and water tender from a PRR Class II 2-10-0 steam locomotive. The locomotive was scrapped, but its tender was converted into a fuel oil car for maintenance of way service until retired at Elkhart, Ind., in 1987.

ROUND HOUSE MUSEUM ROLLING STOCK

CONTINUED

PRR Express Refrigerator Car 2561

This Class R50B ice-cooled car was built in Altoona in 1929. It was equipped with steam-heat lines and signal lines and passenger-car-type brakes for use in passenger trains. It is the only known survivor of its class.

PRR Railway Post Office 6571

This car, Class BM70M, was a mobile post office where mail was sorted by U.S. Postal clerks while the car was en route. At one time, virtually all U.S. Mail was moved by rail. Mail was delivered and picked up at almost every town in the United States served by rail. This car was built in Altoona in 1909 and served until 1966. This car is currently owned by Keystone Restoration.

Brookville Gasoline Locomotive

This item was built by Brookville (Pa) Locomotive Co., 1941, s/n 2681, for use on narrow-gauge (42") track. Locomotives of this type were frequently used at gravel pits, factories, mines and other industrial sites. This one was used at a clay quarry at Massilon, Ohio. It weighs 3 tons and has a 60hp Ford V-8 engine. It was retired in 1961. Brookville Model BFA.

Crossing Shanty

Busy grade crossings were protected by a watchman who would stop traffic upon the approach of a train. The installation of automatic flashers at grade crossings eliminated the need for a human attendant. This example was used on the PRR main line Huntingdon, Pa where dozens upon dozens of trains everyday kept the operators busy. This is currently in the shop for a full restoration.

Wheelsets and Trucks

At several locations on museum property are obsolete wheelsets and freight car trucks. There are examples of outlawed cast iron wheels (they have spiral ribs on the back side of the wheel) and vanished makers or users (Pullman, Eire, PRR-Altoona). Look carefully on the castings and you can find the year they were made, the maker, and the railroad for which each was made.

Dump Truck

The Altoona and Logan Valley Railway owned this 1940 WALTER single-axle truck. This truck was used for track maintenance, snow plowing for the trolleys, and on at least one occasion it towed a disabled trolley to the car barn. The trolley service was abandoned June 15, 1954.

Horseshoe Curve East Approaching Signal Bridge

Replaced semaphore signal bridge with new position light signals east end of Horseshoe Curve at Kittaning Point was put into service late 1930's to early 1940's. It was in service until late 2009. The current plans are for it to be an operational yard exhibit.

PRR GP9 Class Diesel-Electric Locomotive 7048

This is on permanent exhibit at the Horseshoe Curve, replacing K4 steam locomotive #1361 that was previously on exhibit there until 1985. This diesel was built in December 1955 by the Electro-Motive Division of General Motors Corp. Diesel electric locomotives of this and similar types are the ones that pushed the last of the steam locomotives into retirement in the 1950's. No. 7048 was retired in 1985 after having served the Pennsylvania, Penn Central and Conrail for nearly 30 years. It was one of 270, 1750 hp units built for freight service.



ROUND HOUSE MUSEUM ROLLING STOCK

CONTINUED

PRR Office Car

Pennsylvania Railroad Office Car Duquesne class Z-74-E Altoona built. This car was last used by the Penn Central Railroad Company for maintenance of way. The long term plan is cosmetic restoration. This car is owned and is being restored by the Horseshoe Curve Chapter of the National Railway Historical Society.

PRR B60 Baggage

Pennsylvania Railroad baggage car class B-60b. This car could have been seen on most PRR passenger trains. This car was restored by Union Tank Car of Altoona and is currently owned by the Horseshoe Curve Chapter of the National Railway Historical Society.

PRR Jacks Narrows

This round-ended observation car built by Pullman Standard in 1938 as a member of the famous "Fleet of Modernism". This car was used on the 1938 Spirit of St. Louis. The car was named for the Narrows an area of the PRR's Middle Division. This car is currently owned by the Railroaders Memorial Museum.

NS HSC 150 years box car

This car was used for the special 150 Anniversary train that hauled special lighting for the 150th anniversary celebration. This car is currently owned by the Railroaders Memorial Museum.

REA Refer

Railway Express Agency refrigerator car number 7375, was used to haul perishable freight that required the use of ice blocks for refrigeration. "REA" 7375 is owned by the Horseshoe Curve Chapter of the National Railway Historical Society and was restored by Millennium Railcar of Hollidaysburg, Pa.

PRR RPO tool car

This car was built in Altoona in 1908 and was used to haul mail for the United States Postal Service. In the mid 1980's the car was acquired for the use of a tool car for K4 #1361 excursions. This car is class BM70NB and is owned by Railroaders memorial Museum.

NYC Crane Tender

This crane tender was once a New York Central baggage car. In later years it was converted for the use of housing tools and equipment for the maintenance of way department. This car was then owned by Penn Central and finally by Conrail. The car is now owned by the Railroaders Memorial Museum.

PRR Mountain View

This car built by Pullman Standard for the 1949 Broadway Limited. The Broadway Limited was the Pennsylvania Railroad's premier train. The Mountain View is one of two blunt-end observation cars used on both sections of the Broadway Limited. Its' sister car the Tower view is on display at the Railroad Museum of Pa in Strasburg. These cars were retired in 1967 when it was taken out of revenue service. In the 1980's the car was restored by a private owner and was acquired by the museum in 2006 with the help of Bennett and Eric Levin of the Juniata Terminal Company in Philadelphia. Plans are to restore the car.

ROUND HOUSE MUSEUM ROLLING STOCK

CONTINUED

City of Altoona Tank Car

This car built by Union Tank Car (TTLX) for the City of Altoona for emergency train operations. This car is currently owned by the City of Altoona.

PRR Harbor Springs

This car was built in 1938 as a part of the "Fleet of Modernism. Built by Pullman, the PRR assigned the Harbor Springs to the Broadway Limited of 1938. The Harbor Springs served as a bar lounge car configured with two double bedrooms, a barbershop and a secretary's room. This car was retired in 1964 and was purchased by the museum in 1994.

UTLX Tank Car

This car was donated to the Railroaders Memorial museum by Union Tank Car Company of Altoona.

Conrail Cabin Car

Built as N10 class cabin car for Penn Central, this cabin car was used into Conrail ownership. Later this car was donated to the museum by Dan and Cynthia Moingiello.

PRR Ore Jenny

This Ore car was built to haul ore over the PRR lines. This car served under Penn Central to Conrail. Plans call for the car to be cosmetically restored.

PRR D78f Dining Car

Originally built in 1910 the car was modernized in 1950 to accommodate 32 passengers.

PRR Depressed Center Flat Car

Nicknamed the Queen Mary, #766163 was built in 1952 at the Juniata Shops. It was designed to transport turbo-generator sets, transformers, castings for automotive presses and other heavy objects. The car now serves as a stage for museum events.

PRR X29 box car

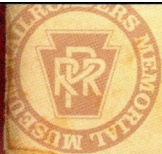
Built by PRR in 1934 by the Altoona Car Shops the X29 box car could carry approximately 50 tons of freight. It was used in high speed passenger trains containing express shipments. The special high speed trucks allowed for fast high speed service.

NYC Wreck Derrick

This new York Central wreck derrick is fully operational. Built for the NYC in the mid 1940's it was later owned by Penn Central and before coming to the museum, Conrail.

PRR Test Car

Convasal 80002 was built by the PRR in 1906 in Altoona. It weighs 30,000lbs (15 tons) the weight would be adjusted by adding or removing a lead weight. It was used to test the scales on which freight was weighed.



STAY ON TRACK

Your visit to the Railroaders Memorial Museum doesn't have to end today!

Here's how to stay in touch with us:

- Visit our **ONLINE GIFT SHOP** at www.railroadcity.com for gifts, souvenirs, books and more.
- Find out about upcoming events, membership, railroader memorials, etc. at **www.railroadcity.com**
- **Ask questions or send comments** to admin@railroadcity.com or Railroaders Memorial Museum, 1300 Ninth Ave., Altoona, Pa 16602. Call us at (814) 946-0834 or 888-4-ALTOONA



DIRECTIONS...

It's easy to visit both the Railroaders Memorial museum and the Horseshoe Curve National Historic Landmark in the same day - they're just a 6-mile drive apart.

To Horseshoe Curve from Railroaders Memorial Museum:

From Museum parking lot, turn right and travel two-tenths of a mile to 17th Street. Turn right onto 17th Street, travel one block, and turn left onto Margaret Avenue. Travel two-tenths of a mile, and Margaret flows into Broad Avenue. Travel Broad Avenue for 1.6 miles, and turn right onto 40th Street. Follow "Heritage Route" and Horseshoe Curve signs 3.6 miles to the Curve.

To Railroaders Memorial Museum from Horseshoe Curve:

From the Horseshoe Curve lot, turn left onto Burgoon/Kittanning Point Road and travel 3.6 miles to Beale Avenue. Turn left onto Beale, and travel six-tenths of a mile to signal light. Turn left at light and continue on Beale for one mile, as Beale flows into Route 36 (Union Avenue). Travel Route 36 three-tenths of a mile to Margaret Avenue. Turn right onto Margaret, and travel two-tenths of a mile to 17th Street. Turn right onto 17th, drive one block, and turn left onto Ninth Avenue. Travel Ninth Avenue two-tenths of a mile to the Railroaders Memorial Museum.



MAKE A DAY OF IT IN ALTOONA

While you are visiting the Railroad City, check out some of the other fun things to see and do in historic Altoona:

Use the public crosswalk directly behind the Museum to access an array of downtown specialty shops, or restaurants like Tom & Joe's (13th Avenue). Watch for special events like cultural and community activities at the Penn State Downtown Conference Center. Stop in and ask for information about other Allegheny Mountains heritage interest at the heritage Discovery Center on Twelfth Avenue.

Visit the Southern Alleghenies Museum of Art (SAMA-Altoona) conveniently located on 11th Avenue. Marvel at the historic Mishler Theatre along Twelfth Avenue, directly adjacent to the Blair County Arts Foundation, and see what's new at arts venues in the cultural district.

Attractions in Altoona:

Peoples Natural Gas Field

I-99 Frankstown Road Exit
Altoona, Pa 16602
814-943-5400
www.altoonacurve.com

DelGrosso's Amusement Park

Old Route 220
Tipton, Pa. 16684
814-684-3538
www.delgrossos.com

Peoples Natural Gas Field: Home to the Pittsburgh Pirates Class AA affiliate, the Altoona Curve, and widely considered by fans, players, baseball executives and media as one of the finest minor league baseball facilities in America.

DelGrosso's Amusement Park: Summer plays here at DelGrosso's Amusement Park with 4 exciting new rides, you'll be making tons of summer fun memories. Spend your summer days with hot rides and cool slides. Free parking and Free admission!

A wide-angle, high-angle photograph of a baseball game in progress at night. The field is brightly lit by stadium lights, and the stands are filled with spectators. The infield is visible, with players in position.

ALL ABOARD IN ALTOONA!

LOCATED IN THE HEART OF PENNSYLVANIA



PREMIER SUPPLIER TO
LOCAL & NATIONAL
RAILROAD INDUSTRY.

WWW.CURRYSUPPLY.COM

P: 814.793.2829

1624 Curryville Road

Martinsburg, PA 16662

F: 814.793.4877

CS RAIL IS A DIVISION OF CURRY SUPPLY CO.



ALTOONA PIPE & STEEL SUPPLY CO.

1128 Ninth Avenue P.O. Box 112 / Altoona, Pennsylvania 16603-0112

Steel Service Center

Railcar Maintenance & Repair

Fabrication Department

Call for More Information

www.altoonapipelineandsteel.com

Phone: 814-944-1631 Fax: 814-944-1635

Toll Free: 1-877-STEELPIPE



CENTRAL BLAIR
RECREATION
AND
PARK COMMISSION

2101 FIFTH AVENUE

ALTOONA, PA 16602

(814) 949-2231 WWW.CBRCPARKS.ORG

CALL FOR SERVICE!

1.877.914.WATER



RoaringSpringWater.com

**FRANK'S
AUTO SERVICE
CENTER**

Francis Givler, Jr., Owner
400 S. Logan Blvd. Altoona, Pa 16602
Certified Auto Technician

814-943-4942



clip and bring to redeem

clip and bring to redeem

Family Fun at Great Prices! Save \$3.00 Off

023

Railroaders Museum Guidebook

0004330023

Valid June/July/August only 2013 & 2014.
Not valid July 4th or with any other offer. No photocopies

Happy to support the

Altoona Railroaders Museum.



FIRST
Commonwealth
Bank.

Time to be first.™

fcbanking.com

800.711.BANK (2265)

FCB Member FDIC. Equal Opportunity Lender.



Buy One
Big Mac®
at regular price
Get One
FREE



Valid only at
Station Medical Center McDonald's®

Expires 12/31/15. Valid for product of equal or lesser value. Valid only at participating U.S. McDonald's. Prices may vary. Not valid with any other offer, discount, coupon or combo meal. Cash value 1/20 of 1 cent. Limit one coupon per person per visit. Tax may apply. Price of required purchase posted on menu board. Coupon may not be transferred, auctioned, sold, copied or duplicated in any way or transmitted via electronic media. Valid when product served. May not be valid for custom orders. © 2012 McDonald's



FURRER BEVERAGE

132 Stroehman Rd.
Altoona, PA.
814 944-4695



PEPSI BEVERAGE COMPANY
562 RITTS ROAD, ALTOONA, PA 16601
814-940-3900



6th Ave & 31 St.
(814) 942-0387

Daily Specials
Drive-Thru
Dine Inside
Carry-Out

PIZZA • SUBS
SALADS • STROMBOLIS

"An Entertaining Diner Atmosphere"

Tom & Joes Restaurant

AN ALTOONA ORIGINAL ~ SINCE 1933

Breakfast is Our Specialty
Luncheon Specials Prepared Daily
Breakfast & Luncheon Trays Available
Dine-In • Carry-Out • Local Office Delivery

814-943-3423
1201 13th Avenue, Altoona, PA
tomandjoes@altoona.com
www.tomandjoes.com

Now Accepting Credit/Debit Cards



*Enjoy your visit to Altoona Railroaders Memorial Museum
and Horseshoe Curve National Historic Site*

Burgmeier Hauling



(814) 943-8975

www.burgmeiers.com



Smokehouse

Buffet

Bakery

Steakhouse

**501 Municipal Drive
Duncansville, PA 16635**

814.693.8504

THE EVERETT RAILROAD COMPANY

**Rail Freight Service
for Blair County, PA**



**Hollidaysburg • McKee
Roaring Spring • Sproul
Martinsburg • Claysburg**

www.everettrailroad.com



1300 9th Avenue
Altoona, PA 16602
(814) 946-0834

www.RailroadCity.com

