

# Your Tramway Museum in 2024

## A ten year plan

### North American Comments

The next ten years is a crucial time for heritage streetcars in North America for both privately operated museums and transit agencies operating museum fleets.



## Seashore Trolley Museum

Jim Shantz, Secretary, Seashore Trolley Museum, Kennebunkport, ME



- Extending storage for streetcars and other exhibits to get more equipment under cover.
- Restore more cars.
- Launch more activities that result in greater public interaction with the museum.
- Ongoing involvement of a new generation of enthusiasts and leaders – very concerned about the aging museum force.

## SFMTA - Western Railway Museum

Karl Johnson Superintendent of Cameron Beach Yard & Shops, San Francisco Municipal Transportation Agency, CA and member of Bay Area Electric Railroad Association operators of the Western Railway Museum Solano County, CA



- Financial planning such as an endowment.
- Locating people who can work on the equipment.
- Attracting younger volunteers and not repeat the mistakes of the previous generation of rail enthusiasts.
- Nowadays people don't have the time like they used to volunteer – other interests competing for their time. Need to make the museum environment receptive and attractive to volunteers.
- Transit agencies – the streetcars and cable cars in San Francisco are not going away. Need to ensure training and skill transfer to new transit mechanics to support ongoing operations.

## Halton County Radial Railway

Gordon McOuat Vintage Streetcar Mechanic / Consultant / CEO at Streetcar & Trolley Services providing heritage streetcar services to the Toronto Transit Commission and rail museums throughout North America, member of Ontario Electric Railway Historical Association (HCRR) operating Halton County Radial Railway, Milton, ON



- Volunteer numbers in decline.
- Actively encouraging anyone who shows an interest – the museum is making a special effort in this area.
- Additionally looking to retirees in industry or students from trade schools.
- Getting more and more difficult to get volunteers more competition for younger peoples time and older retired people have to work to supplement their income.
- Many people working longer hours – difficult to support hobby.
- New generation cant afford to volunteer.
- Considering advantages of full time Executive Director or other (paid) staff to ensure future of museum – other museums are doing this successfully.

## TECO Line Streetcar System

Peter Mikos, Assistant Manager Streetcar Operations, TECO Line Streetcar System (Operated by HART) Tampa. FL.



- The heritage group that provided the impetus for the transit agency run operation the “Tampa and Ybor City Street Railway Society” has folded due to lack of funding and new volunteers.
- Transit agency comments include suggestions of replacing heritage cars with modern cars for commuter operations. Retaining heritage vehicles for tourist and special operations.
- Recruit and train staff to operate and maintain rolling stock including midlife overhauls of cars.

## Oregon Electric Railway Historical Society

Eric Sitiko, Assistant Manager Streetcar Maintenance, TECO Line Streetcar System Tampa, FL. Assistant Manager Streetcar Maintenance Portland Streetcar, OR, Streetcar Consultant at Interfleet Technology, member Oregon Electric Railway Historical Society.



- Developed a 20 year strategic plan utilizing advice from some of the most successful US streetcar museums.
- Relocated museum to a larger heritage multi themed museum site to established a visitor destination status.
- Changed from less of an old men's club to more of an educational center.
- Changed items in piles on the floor or hanging from the walls into a purpose built Electric Railway Interpretive center.
- Began actively recruiting in local high schools.
- Established an atmosphere that welcomes, nurtures and teaches volunteers of all ages and sexes.

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