

CRISIS IN 2007

- TSRR losing over \$2M Per Year / est. 40,000 paid riders
- TSRR operations suspended; conversion to static display to save money proposed
- 50+ Jobs jeopardized
- Potential loss of historical transportation asset



SOLUTIONS

- Local control
- Capital improvements
- Private operator: American Heritage Railways (AHR)
- Resume regular excursion operations
- Update marketing with Special Event opportunities

STATE \$

- TXDOT-\$10M Enhancement

LOCAL \$

- TSRA - \$2M
- Rusk/Palestine - \$1.6M

PRIVATE \$

- American Heritage Railroad - \$2.8M



GOAL – SELF-SUFFICIENCY



SUCCESSFUL OUTCOMES

- Special Events added
- Capital Improvements underway
- Jobs Saved
- Revenues/Ridership UP
- Losses DOWN
- Will breakeven in 2011
- Future Growth / Additional Capacity being added
- Sustainability, Self-Sufficiency is achievable; now in sight



STEAM ENGINE RESTORATION

Engine 300 Project

- UNDER BUDGET
- IN SCOPE
- FINISHED AHEAD OF SCHEDULE
- WORK PERFORMED BY TSRA PERSONNEL ON-SITE
- 2nd ENGINE PROJECT NOW UNDERWAY



COACH REFURBISHMENT

BEFORE



AFTER



TIE & BALLAST REPLACEMENT

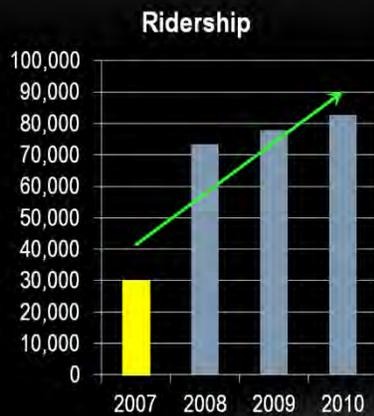
BEFORE



AFTER



IMPROVED OPERATING RESULTS



* Not a full year of operation

THANK YOU

- TSRA thanks the **Texas Transportation Commission** for its support of this important project
- TSRA wishes to commend the following **TxDOT Division and District Staff** for their professionalism
 - Bill Glavin, Director, Rail Division
 - Mark Marek, Director, Design Division
 - Barrie Cogburn, Director, Landscape Section
 - Randy Hopmann – Tyler District Engineer
 - Dale Booth – Advance Planning Engineer
 - Shawn McMahon – State Enhancement Coordinator

