

**BOONE & SCENIC VALLEY RAILROAD**  
& MUSEUM

BOONE  IOWA

# Train Rides in 2012



**800.626.0319**

**[www.bsvrr.com](http://www.bsvrr.com)**

A division of the Iowa Railroad Historical Society,  
a non-profit, operating railway museum.

# Preserving Iowa's railroad history, with an eye to the future.

Since 1983, the Boone & Scenic Valley Railroad, and the Iowa Railroad Historical Society, have been striving to preserve the history of Iowa's railroads, and to tell the story of the people who built, operated, and utilized the vast network of rail lines which traversed our state.

In 2012, we proudly present the newest chapter in our quest to educate, inform, enlighten, and entertain, with the opening of the James H. Andrew Railroad Museum & History Center. This beautiful new 9000 square foot facility is located at the Boone & Scenic Valley Railroad, 225 10th Street, in Boone, Iowa.

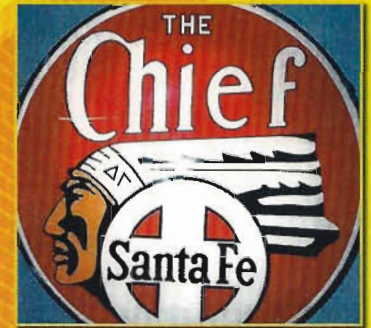
Our new museum facility features a large research library, and a theater in which you can gain a better understanding of Iowa's railroads, past and present. Plus, ample space to more-adequately display, and preserve, our growing collection of railroad memorabilia.

Admission: \$8 Adults / \$3 Children

Museum admission included with the purchase of most train tickets.



From items you may be familiar with, such as dining car china and silver, timetables, and railroad uniforms, to items you have probably never seen, the James H. Andrew collection contains almost 5,000 items obtained over a period of 20 years.



The James H. Andrew Railroad Museum & History Center sports a large collection of railroad drumheads and signage, from Santa Fe's Super Chief, to the Chicago & North Western's famous "400" streamliners.



Probably the most eye-catching item in our museum is this depot. It was built by Jefferson, Iowa resident, and major museum contributor, James H. Andrew. To construct it, he used lumber salvaged from old farm buildings he had dismantled. Mr. Andrew worked on it after dinner during the summer months when the days were long, and completed it in late 1982.