

2015-2016 Fund Drive Survey:
Background, Response, Interpretation, and Analysis
Wiscasset, Waterville, and Farmington Railway Museum

Compiled by Stephen Piwowarski
7 January, 2016
Last Revised 8 January, 2016

Contents

1: General Survey Information

- 1.1: Background
- 1.2: Reason for the Survey

2: Survey Questions

- 2.1 Question A
- 2.2 Question B
- 2.3 Additional Responses

3: Data Collection

- 3.1: Data Collection Method
- 3.2: Data Input Method
- 3.3: Survey timeline
- 3.4 Survey Sample Size

4: Data Interpretation

- 4.1: Method of Interpretation
- 4.2: Spreadsheets Used
 - 4.2a: Spreadsheet 1, “Answers”
 - 4.2b: Spreadsheet 2, Question A “What Motivates you to support the WW&F intrinsic, extrinsic, or both?”
 - 4.2c: Spreadsheet 3, Question A “What motivates you to support the WW&F Railway Museum?”
 - 4.2d: Spreadsheet 4, Question B “Why is preserving the WW&F Railway Important?”
- 4.3: Survey Conditions
- 4.4: Glossary of Terminology for Spreadsheet 3
- 4.5: Glossary of Terminology for Spreadsheet 4

5: Data Analysis

- 5.1: Graphs Based on Spreadsheet 2
- 5.2: Graphs Based on Spreadsheet 3
- 5.3: Graphs Based on Spreadsheet 4

6. Conclusion

Appendix:

- i: Responses Which Require A Response
- ii: Words With More Than 20 Occurrences in Survey Responses
- iii: Question A Responses, Question B Responses, Other Responses

1. General Survey Information

The following is a record of all pertinent information which was agreed upon prior to commencing the survey.

1.1: Background

During 2015 the Museum Board was approached with a proposal to participate in the American Alliance of Museum's (AAM) Museum Assessment Program (MAP). The specific MAP proposed was the Organizational MAP which is designed to review all operating areas of a museum. According to the AAM, "This assessment places significant emphasis on strategic planning as well as ensuring operations and resources align with the museum's mission." At that time a committee comprised of Jason Lamontagne, Stephen Piwowarski, and Linda Zollers was assembled to further explore this option in coordination with the Long Range planning committee. Together, it was concluded that the Museum needed to do more of its own soul searching before committing to an assessment by a 3rd party. The soul searching was chiefly to help the museum develop a values statement that accurately reflected the beliefs held by various stakeholders of the museum.

1.2: Reason for the Survey

It was concluded that a part of the Museum's soul searching would be a survey which asked museum members to give input about their participation and involvement in the museum. This survey along with other feedback and information is meant to provide a comprehensive view of what makes the museum a special place and will aid in moving the museum forward. Importantly, the survey reaches out to those who have displayed an interest in the museum through membership a way of sharing their views. Better understanding the views of the membership will help us develop a concise and accurate values statement which reflects, in part, the views of the museum's members.

2. Survey Questions

The committee decided upon two questions to distribute to survey participants. Attention was given to making the questions concise and easy to answer with an eye towards minimizing lengthy, hard to decipher responses. The questions focus on member's main motivations for supporting the museum (Question A) along with identifying why members believe the WW&F is worthy of preservation. (Question B)

2.1: Question A

Question A reads as follows:

"What motivates you to support the WW&F Railway Museum?"

2.2: Question B

Question B reads as follows:

Why is preserving the WW&F Railway important?

2.3: Additional responses

Some responders felt it necessary to provide additional responses above and beyond the two questions posed on the survey. Their responses are discussed in more depth in section 3.2 (Data Input Method) and can be found in Appendix section i (Raw Survey Results).

3. Data Collection

In large data collection operations decisions needed to be made prior to undertaking a survey to determine how the material can be best organized for interpretation and study. These decisions were made mostly by those who would be receiving and interpreting the data.

3.1 Data Collection Method

The committee concluded that the survey would be sent out along with the annual fund drive request. This was chosen because the fund drive has a strong record of success and response among the membership. Additionally, there was a feeling that asking for member feedback might elicit a stronger response to the fundraising appeal. There was some concern that donations might be delayed due to members waiting to write a response but we moved forward with the plan despite this. The survey questions were mailed on a separate piece of paper along with the fundraising appeal with room for response on the back. The survey was also mentioned in the letter which accompanied the appeal. The questions could also be found in the museum newsletter.

3.2 Data Input Method

After receiving a survey response, James Patten would enter the information into a spreadsheet containing all survey responses. As responses continued to arrive they were simply added to the end of the spreadsheet. James emailed Stephen Piwowarski with updated versions of the file on an approximately weekly basis. Stephen then separated the each questions responses into separate spreadsheets to ease the process of interpreting the data. Additional response information was logged, but did not contribute to any of the charts.

3.3 Survey Timeline

Plans for the survey began during the summer 2015. After the decision was made not to approach the AAM regarding the MAP during late Fall 2015, survey responses continued to be collected. This enabled us to collect many more responses, perhaps because people were waiting until the end of calendar year 2015 to send their donations to the funding appeal. The last data entered into spreadsheets was received by Stephen Piwowarski on January 3, 2016.

3.4 Survey Sample Size

The survey was sent to approximately 1050 WW&F museum members. As of January 3, 2016 we received a total of 172 responses, indicating participation by 16.4% of those who were invited to participate.

4. Data Interpretation

To be truly useful and helpful data must receive some level of interpretation. It is this interpretation that, hopefully, converts the raw information and statistics into useful information and knowledge.

4.1: Method of Interpretation

As previously mentioned, survey responses were broken down into separate spreadsheets. Each of these spreadsheets addresses a specific information idea which could be generated using the data collected. Below, the purpose of the 4 spreadsheets used for the responses is detailed.

4.2 Spreadsheets Used

In total, 4 spreadsheets were used to interpret data.

4.2a: Spreadsheet 1, “Answers”

This spreadsheet is the collection of raw data produced by James Patten.

4.2b: Spreadsheet 2, “What Motivates you to support the WW&F intrinsic, extrinsic, or both?”

This spreadsheet was created to discover whether intrinsic or extrinsic motivation played a greater role in members support of the museum. This spreadsheet used responses to Question A as its basis. Responses were grouped by whether they focused on “What we do”, i.e. what they perceive our objective as, or “How we do it”, i.e. the manner in which we accomplish our objectives. Responses were either categorized as intrinsic, extrinsic, or both.

An example of a response which favors “What we do”, or intrinsic would be the following: “My interest in preserving American railroading – especially remnants of the steam era.” An example of a response which favors “how we do it” or extrinsic would be the following: “Museum gets good use out of my dollars, it is a group of like-minded people working together toward goals that are important to me. Taxpayer-supported organizations have a big payroll and not much forward motion. You have done a lot from a cold start over the years.” Some responses incorporated both “What we do” and How we do it” such as this: “-The dedication of the volunteers and supporters; -My interest in historical narrow gauge railroads of Maine; -Local property owner; -Enjoy riding the trains!;” You can see that this response clearly addresses both the “what we do” and “how we do it”.

Intrinsic and Extrinsic motivators play a large role in developing interests in any given topic or idea. Usually Extrinsic motivators are a gateway to developing an intrinsic interest in any given subject. Better understanding where people's motivations lie can help us to better understand how to present the Railway to them- and how to cultivate their interest and support.

4.2c: Spreadsheet 3, “What motivates you to support the WW&F Railway Museum?”

This spreadsheet, based on Question A helped to determine the strongest motivators for supporting the WW&F. It also helped to determine what could be described as single-motivators for support- i.e. one single reason why the member chooses to support the museum. After a thorough review

of responses 12 categories were devised to best capture the information contained in the responses. These categories are described in detail in section 4.4 “Glossary of Terminology for Spreadsheet 3”.

4.2d: Spreadsheet 4, “Why is preserving the WW&F Railway Important?”

This spreadsheet, based on question B was designed to help discover why members thought the WW&F is worth preserving. Like the spreadsheet above, responses were reviewed and 16 categories were devised to capture the main reasons members feel preserving the WW&F is important. These 16 categories are described in detail in section 4.5 “Glossary of Terminology for Spreadsheet 4”.

4.3 Survey Conditions

Generally the conditions for this survey were favorable. When considering that the survey is of the museum’s membership it is important to remember that these people, especially the respondents, have a vested interest in the museum, which may affect how they respond. All responses that were received were recorded however some responses had to be omitted from the results to to the illegibility of the respondents handwriting.

4.4 Glossary of Terminology for Spreadsheet 3

The following is a glossary of the categories used in Spreadsheet 3: “What motivates you to support the WW&F Railway Museum?”

Positive view of performance - The respondent indicated in some way that they find the museums progress and performance generally positive and worthy of support
ex. “The closely-focused goals and steady results.”

Relation to Preserving History - The respondent indicated in some way that they wish to preserve something from the past.
ex. “Interested in narrow gauge railroad. Builder of scale models of two foot NG trains. Wish to help preserve existing examples of Maine NG equipment for the future.”

Positive impression of Organizational Culture - The respondent indicated in some way that they want to support what they perceive as a strong organizational culture.
ex. “The obvious enthusiasm of the members.”

Enjoy the WW&F's spirit of Volunteerism - In some way the respondent indicated that the spirit of volunteerism was a strong motivator for their support.
ex. “Seeing the effort of so many volunteers – I visit each season.”

Positive Personal experience at or with the WW&F - The respondent had an positive in person encounter at the WW&F.
ex. “I can see the results of my donations when I visit for the annual picnic.”

Perception that the WW&F is Well-managed or maintained - A strong motivator for someone whose response fits in this category regards the railway as having a good management or appearance.
ex. "Excellent maintenance of equipment and providing for storage of same."

Personal Interest in Railways/Trains - A strong motivator for someone whose response fits in this category is their love of all things railway and train related.
ex. "Always loved watching & riding trains!"

Personal connection to the Railway or the Museum - The respondent indicated that a personal connection to the railway or museum is a key motivator for their support.
ex. "Both Weldon and I have been members almost from the beginning. My mother grew up in Alna and rode the railroad to Wiscasset from Head Tide (her name was Alice Jewett)."
ex. "Both by father and grandfather worked for the road in its original incarnation and as a retired railroader it is a natural fit."

Atmosphere of Railway - The atmosphere that the Museum creates is one of the key motivators for the respondents support.
ex. "It recreates the full spectrum of traditional shortline railroading. Engines change ends, are serviced, take sidings etc. it is not at all the "tourist operation" where a loco just hauls a few miles and then pushes back."

Authenticity of Railway - The perceived authenticity of the Railway is a key motivator for the respondents support.
ex. "To preserve, protect, and display historic artifacts of the railroad in an entertaining manner and an authentic replication of operations."

Positive impression of Communication - The respondent had a positive impression of the museums efforts to communicate their activities with the membership.
ex. "1) I love the WW&F Ry. 2) You get things done! 3) You get things done right! 4) Your newsletter is technical and detailed!"

Other - The respondent indicated a response which did clearly fit into another category, yet was still of note.
ex. "Fred M's continued humor."
ex. "Old habits die hard."

4.5 Glossary of Terminology for Spreadsheet 4

The following is a glossary of the categories used in Spreadsheet 4 “Why is preserving the WW&F Railway Important?”

Education - Educating others about the railway is a significant justification for its preservation.

ex. “It is a piece of our history to study and learn about!”

Entertainment - The railway has significant entertainment value.

ex. “Industrial and cultural heritage, good – clean family fun.”

Living History - It presents history in a dynamic, rather than static fashion.

ex. “Living history of transportation.”

Local/State History - Preserving the railway is important because it is an important part of local and state history.

ex. “It represents an important part of Maine's commercial history as well as its transportation history.”

Uniqueness - The WW&F should be preserved due to its uniqueness.

ex. “Historically unique.”

History - Preserving the railway is important due to its historical significance.

ex. “History is so important!”

Sustainability - Preserving the WW&F is important because it models a sustainable technology for the future.

ex. “Railroads crossed the USA before roads and will someday have to return to past glory.”

Traditions - The railway helps preserve traditions which would be otherwise lost.

ex. “Maintaining awareness of, and appreciation for, the history and traditions of American regions and localities.”

Steam - The railway preserves the operation of steam locomotion.

ex. “Education of people concerning narrow gauge steam railroading.”

Positive view of performance - They support preserving the WW&F because they perceive us of good stewards of what we have.

ex. “Just want to see the PAST come alive and the WW&F is doing a great job of it. Your yearly plans make sense – small bites and the elephant disappears.”

Personal Interest - Supporters advocate preserving the WW&F because they have a personal interest.

ex. “I like steam.”

Personal connection - Supporters advocate preserving the WW&F because they have a connection to the Railway- past or present.

ex. "I am 75 and as a young teenager, with my dad, I hunted deer in the Weeks Mills area often walking the then abandoned tracks of the WW&F. My dad's sister, my Aunt Bertha Manning, was the Postmaster in Weeks Mills, and I remember them talking about when the train used to come through. So some of my attachment is sentimental."

Atmosphere - Supporters who advocate preserving the WW&F because of its atmosphere.

ex. "This line is being reconstructed as much as possible as it was without the tourist carnival atmosphere."

Authenticity - Supporters who advocate preserving the WW&F due to its authenticity.

ex. "Unique part of Maine's economic development in the late 19th and early 20th centuries, and a supremely unique opportunity for an authentic museum on the actual WW&F grade."

Other - Supporters who advocate preserving the WW&F for other reasons.

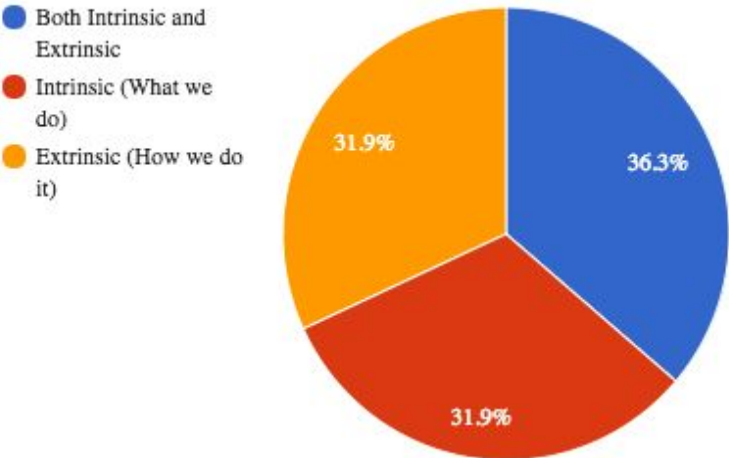
ex. "It just is."

5. Data Analysis

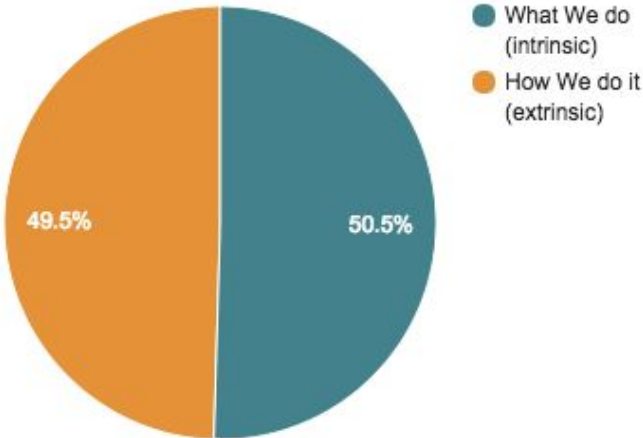
In the graphs and documents below the information from the survey has been converted from raw data into useful infographics and interesting information to better understand the position of the membership.

5.1: Graph Based on Spreadsheet 2 “What Motivates you to support the WW&F intrinsic, extrinsic, or both?”

Is Motivation to support the WW&F Intrinsic, Extrinsic, or Both?



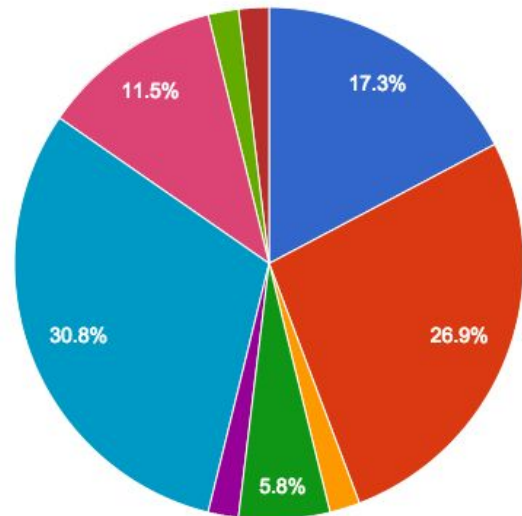
Responses Supporting Intrinsic vs. Extrinsic Motivation for supporting the WW&F



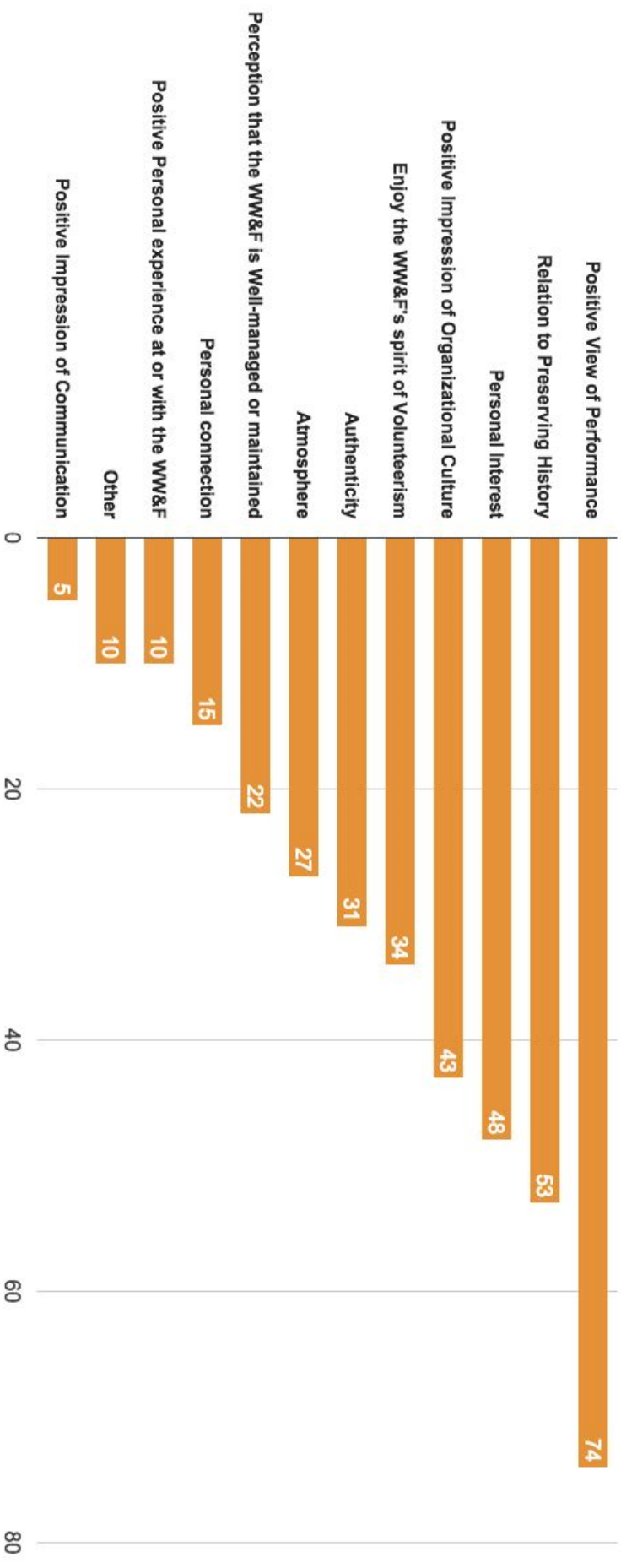
5.2 Graphs Based on Spreadsheet 3, “What motivates you to support the WW&F Railway Museum?”

Single Motivation Supporter's Reasons for Supporting the WW&F

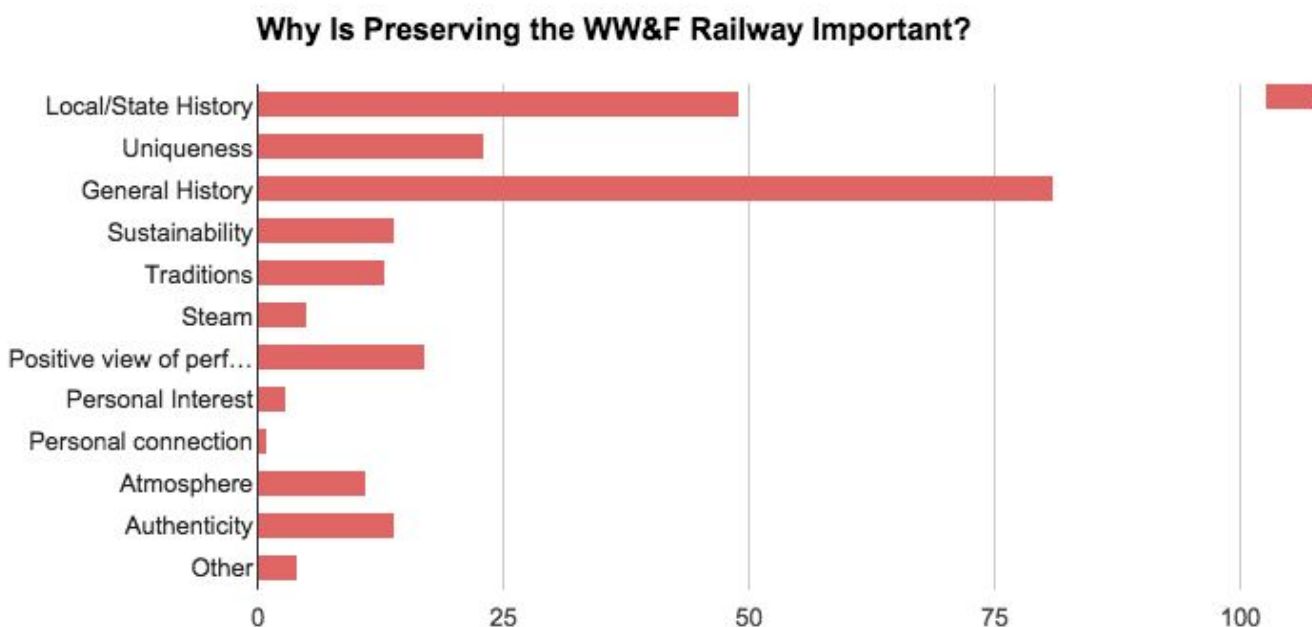
- Positive view of WW&F performance
- Relation to Preserving History
- Postive impression of Organizational Culture
- Enjoy the WW&F's spirit of Volunteerism
- Positive Personal experience at or with the WW&F
- Personal Interest in Railways/Trains
- Personal connection to the Railway or the Museum
- Atmosphere of Railway
- Other



Common Motivations for Supporting the WW&F Railway Museum



5.3 Graphs Based on Spreadsheet 4



6. Conclusion

In conclusion, the survey has given a great deal of information from the membership regarding their motivations for supporting the museum and belief that the WW&F Should be preserved. It is worth noting that a large percentage of respondents believe we are making excellent progress. As a member I would like to add that I believe this is due to the exceptional work the museum does in providing detailed regular updates to people interested in the museum's work. Such detailed and, more importantly, consistent updates are rare railway preservation. Add to that the positive assessment of the railway's authenticity and atmosphere and you have a recipe for successful cultivation of interest and membership.

While this survey was done primarily to develop a museum values statement, and will be helpful in that regard, it is worth noting that this information could also be useful in developing targeted fundraising and reaching out to members for specific volunteering tasks which meet their interests.

Appendix

i. Responses Which Require a Response

Guy Garnsey M1620: We live in NY so visiting is not often possible. I'm a good woodworker and would be interested in a project that could be done from afar. Feel free to call or email me. (Wants to help out)

Art Ray CM26: The WW&F is all about recording railroad history.

The WW&F should follow other organizations and look to establishing an Endowment fund (older members leaving \$\$ in their wills). It is great to put all contributed money into the Museum expansion but at some time money should be invested in a fund that would provide money every year (interest) on an annual basis. The Alford Center in Waterville uses the interest to provide annual costs. (Yes their fund came from Harold Alford.) The Univ. of Maine system has a huge endowment fund that creates scholarships, etc. However small the WW&F should saving for a rainy day! (We *do* have an endowment!)

Donald Martin CM47: My father CM47 really enjoyed the railroad history. (Did this person pass away?)

ii. Words With More Than 20 Occurrences in Survey Responses

history	93	past	25
maine	74	people	24
railroad	71	equipment	24
ww&f	58	interest	23
museum	49	railway	23
gauge	43	great	23
work	28	year	23
preserve	28	live	22
part	27	unique	21
important	27	how	21
see	27	narrow	21
volunteer	25	two	21
foot	25		

iii. Spreadsheet 1

Question A Responses

Best museum I have ever been associated with over a 45+ year span. Fantastic membership and volunteers.
As an Engineer who daily listened to Harry Percival talk about trains and railroads, it is great to see his dream continuing.
Always loved watching & riding trains!
Historical
Doing a great job of bringing Maine history alive.
You are bringing back a piece of history for all to remember. I am 81 years old!
The fact that Museum volunteers are reconstructing history as it was without turning the Museum into a "Disneyland".
I am a fond collector of narrow gauge equipment (G-gauge).
To keep things like this alive and operating.
Nice people and great rural railroad.
Excellent maintenance of equipment and providing for storage of same.
The palpable spirit of volunteerism that impressed me on my first visit.
Because it's fun to ride on the train and look at what you're doing.
Two foot railroads have always interested me. Your volunteers are focused and passionate.
My father CM47 really enjoyed the railroad history.
Lifelong Maine 2 foot fan; the great amount of work done to restore the railway.
Interest in railroads and railroad equipment.
Its dedicated volunteers & careful attention to historic detail.
To preserve history for future generations.
Having grown up in "West Thompson, CT" where #9 was resting for many years and now seeing #9 resurrected is awesome!! (Rang her bell in 1949)
I am motivated to support the Museum because my railroader father brought me up with tales of the Maine two foot gauge railroads and I was sad that they had all disappeared and I could never see them. Of course, early I discovered Edaville but that was uprooted from the mythical soil of Maine. Then I began to hear about the revival in Alna. On my first visit I was swept away when the little two car train steamed into the station. It was 1930 all over again! I was warmly welcomed and even given a ride in the locomotive from end-of-track back to Alna. I promptly went into the station and joined the Museum membership.
Its history and the route (original) through Whitefield.
Its novelty and how well it is run and improved.

The positive attitude shown by word and work of the many people who give their time for all projects.
Careful resource management, infrastructure and ambitious goals.
Accessibility – transparent financial plan. Special events: Victorian Christmas – Ice Cream Social – etc. Attitude.
#9 – I have known of the #9 since childhood – now 76. Alice Ramsdell was a family friend and we visited the farm & #9. She was proud of her dad's engine and all of his railroad collection. They were true rail fans.
Old habits die hard.
Respect and comraderie. The WW&F is my second family. I also like that progress is constant.
You are doing a great job and we like to see “steam” kept alive.
Interest in subject matter & am impressed with Museum track record for completing its objectives.
Like narrow gauge trains.
Preservation of a part of history.
Historical value to the communities served, & to be a part of a hands-on preservation process.
I like to support an organization that has a clearly defined mission and excellent execution of that mission. The WW&F is a great example of that. Plus, it's fun & satisfying to be a part of the work crews helping out.
I'm a narrow gauge enthusiast & you folks seem to do a great job and handle your projects with good common sense.
The overall drive, enthusiasm and successes of the entire organization.
Wanting it to succeed.
The operation of and realistic setting. None better in 2 foot.
Restoration of steam locomotives, and rebuilding of the WW&F ROW.
Great spirit of members & proven success & quality of workmanship.
To bring back the old time of trains
Steam nut – 2 foot gauge – active membes – historically knowledgeable management.
I believe in what the Museum is doing. I appreciate the culture of the Museum, in which members and friends leave their personal agendas at the door and focus on the Museum's mission.
Seeing progress (expanding trackage, new buildings, and locomotive restoration) every year when I visit the WW&F Ry Museum.
Need to preserve 2' equipment especially #9 which I recorded 7 years of equipment not included on E-prints 22P now in Archives. These include all loco parts and lines. Since I model it as KC 4 it is the favorite.
Preservation of the Maine Two Foot heritage; especially the WW&F
WW&F has a proven track record of responsible, engaged stewardship of its assets – people, funds, and material.
You are building a railroad and operating it (not just spending money and talking).

<p>The first book I purchased was Moody's "The Maine Two Footers". It was instant love at first read. I have never lost that enthusiasm and the WW&F recreates the "feel" of the two footers like no other museum. There is a "magic" at the site. I also like the welcoming and friendly attitude of the core group.</p>
<p>I like the volunteer concept and the enthusiasm of the members.</p>
<p>Worthwhile cause. Board's stewardship.</p>
<p>Your momentum from the years is <something>. Keep it up!</p>
<p>I believe preservation of the narrow gauge railway & relating its history gives us a link to the past.</p>
<p>You seem to deliver a lot for each dollar.</p>
<p>The obvious enthusiasm of the members.</p>
<p>Lifelong interest in 2' gauge railways.</p>
<p>Preserving history.</p>
<p>To continue the growth & preservation of WW&F.</p>
<p>The members are really dedicated and are highly skilled. I love to be there when I can and am proud to make my donation each year. I can see where the money goes with all the yearly improvements.</p>
<p>The accurate reconstruction of a Maine 2-foot gauge railroad.</p>
<p>Started at Edaville at 15 years old, <something> engineer at 18. A lot of history.</p>
<p>Seeing the effort of so many volunteers – I visit each season.</p>
<p>The great volunteer effort that is the foundation of the museum.</p>
<p>Two foot railroad fan for historical & railroad modeling viewpoints. You are on original R-O-W with many unchanged viewsheds since original railway ran. Preservation of same is important.</p>
<p>I am a two foot fan.</p>
<p>Well thought-out plan to preserve an important part of Maine's transportation history.</p>
<p>I have been a fan of 2 foot gauge railroads for 75 years. The WW&F Railway is doing a great job of restoring the railroad on the original right-of-way.</p>
<p>A long standing love affair with 2 foot gauge railroad, which started when my parents first took me to visit Edaville Railroad, and I persuaded them to buy me Linwood Moody's new book "The Maine Two Footers".</p>
<p>I was an Edaville kid. The sights, sounds & smell of coal & steam bring me back to an earlier time. And now I can actually participate in the restoration and operation!</p>
<p>Interested in narrow gauge railroad. Builder of scale models of two foot NG trains. Wish to help preserve existing examples of Maine NG equipment for the future.</p>
<p>Well run.</p>
<p>The closely-focused goals and steady results.</p>
<p>A small group of people decided that they are going to rebuild a railroad out of business for 50 +/- . And they start from very little (although the company, I gather, was still organized and some of the roadbed was still in the corporation) and after a few years they run 2 foot gauge steam engines up and down a short stretch of track. And it keeps growing to a point where it is a real operating museum with continued</p>

growth plans. I want to see the railroad make Head Tide! It has a dedicated volunteer work force and loyal financial supporters which could make this happen.
Life-long interest in trains, especially narrow gauge.
Focused on one theme: the WW&F and Maine 2 footers generally. Minimum of "politics" and bickering. Nothing would be a greater run-off.
<ol style="list-style-type: none"> 1) The fact that it is all volunteer labor. 2) Every penny goes into the Museum. No administrative costs. 3) How well the plan is organized for each year's expansion. 4) How well you report what you spend and what you plan to spend. 5) How much the Railway Museum is physically expanding each year. 6) And, of course, that it's a 501(c)3 tax deduction. 7) You're doing one hell of a fine job!
Both Weldon and I have been members almost from the beginning. My mother grew up in Alna and rode the railroad to Wiscasset from Head Tide (her name was Alice Jewett).
I became a charter member soon after it started.
Its deep asthetic and historic ties that it has in this area. Also, the lively nature of an actual "old time" working train.
The feeling of focus on a specific and important mission, backed by a specific plan for each year's projects.
The great job you are doing.
It is a wonderful group of inspired, dedicated individuals intent on the preservation, education, and exposition of Maine railroad history and the 2 foot gauge in particular!
Personal visit several years ago. Impressed with unique equipment and dedication of volunteers.
Personal connection – the WW&F cut across our property in Whitefield. Grew up in Maine, love trains, love the Maine 2 footers. Second property was just south of Randolph – used to play where KCRR yard and station were. Explored WW&F remains as a teenager, have many slides also. To continue and build on Harrys dream – I still miss him!
The importance of the Museum's mission is what motivates me to support it.
Ongoing progress every year. No missteps. No "politics".
This is an active museum that is working to show and preserve a generally unique (2 foot narrow gauge) event in American railroad history.
I have been an enthusiastic supporter since 1994 because WW&F has its act together and is worthy of support of all railfans and historians.
Family ties.
The enjoyment of riding an historically correct, preserved replica of a real railroad in a favorite area of Maine.
Quality of workmanship, professionalism, talented hard working volunteers, love of Maine's 2 foot system
Believe in great effort to restore railroad.

The total uniqueness of the place and the vast amount of work done by volunteers in so short a time – way ahead of most other museums!
Small museum – great quality, great volunteer support.
I enjoy the people, both volunteers and visitors.
Rail fan, camaradery of members, sense of accomplishment, team work.
What it does is done so very well.
WW&F Museum is a first-class, well-run organization. Everything you do is high-quality and thoroughly thought-out. You know exactly what you want to be: a railroad restoration museum, not a flea-market/theme park with a train ride. You have a short-term and long-term plan and have worked within your budget and income from the beginning. You have avoided incurring a massive debt, which typically destroys such an organization. I am proud to be associated with such a fine and well-respected organization!
It is an active group that is recreating and preserving the past.
I hope to ride someday from Sheepscot to Albion and hear the piercing sound of #9 as it approaches a crossing!
Protecting our history for later generations.
WW&F is actively building track & equipment. Great job!
Doing it “right” (historic preservation).
It's fun to watch the progress! The spirit of camaraderie of the membership is impressive.
Although I have never lived in Maine, I have been a life-long railfan and especially interested in Maine two-footers.
Great work by the museum team.
Love rail. Love history.
Interest in Railway and Maine history.
The WW&F has the most favorable situation to preserve Maine Two Foot Gauge railroading – location, real-estate (property, ROW), dedicated local members who provide the glue to hold it all together, equipment and an ongoing program of events to maintain the interest of the non-members in the community.
I'm from Maine and I'm interested in trains, especially those in Maine. I'm also interested in preserving history.
Since I learned about it from reading Moody's book I got in 1959-60.
I can see the results of my donations when I visit for the annual picnic.
The great job being done to recreate a unique railroad.
I'm motivated to support the museum because I see tangible results from my modest donation on every visit to the WW&F. Every dollar is multiplied by the many volunteer hours donated by others; the progress is truly spectacular!
1) I love the WW&F Ry.

2) You get things done!

3) You get things done right!

4) Your newsletter is technical and detailed!

It is an accurate museum of the Maine 2 Foot railroads, unlike the Portland NG RR and what is left of Edaville. We had visited all in the past and the WW&F is tops. We get to Maine every few years and look forward to stopping by.

I have been a fan of the two-foot roads. Your efforts show a real progress – focused on the WW&F.

Preservation of narrow gauge railroad history!

Wonderfully done re-creation and restoration of country narrow gauge.

I am interested in preserving an old railway and by volunteering and learning.

Long term interest in two-foot narrow gauge, since days of Edaville, in its prime, under F. Nelson Blount.

1) The Maine Two Footers are so unique they need to be preserved.

2) WW&F is most viable way to do #1.

3) You operate as a railroad.

4) Your support base & responsible way of operating (budget, long-term planning) impresses me.

5) Your projects inspire me: restoring #9 & extending the main line. I hope you always have good projects = main line extension, new coach, new steamer!

6) Keep Jason Lamontagne employed – he is a perfect fit within WW&F.

7) The longer the mainline is the happier I am!

8) Oh how I look forward to someday riding in a coach behind steam on your mainline thru the Maine woods & countryside over the historic WW&F line! Keep up the good work.

9) I really look forward to the newsletter!!!

I think the WW&F continues to make good use of contributions towards the expansion and preservation of the Museum. Every visit I've made (and there haven't been near enough!) I am so impressed by the work that's been done and the enthusiasm of the volunteers. This, along with the accessibility and willingness of the regulars to include outsiders in hands-on activities is without parallel in my museum experiences Please, never change that!

Both by father and grandfather worked for the road in its original incarnation and as a retired railroader it is a natural fit.

My fascination in general with trains. The dedication of the membership to build a first-class museum and railway operation.

I am motivated by my love of: railroads; steam locomotives; narrow gauge railroads; Maine two-foot gauge railroads.

Your proven record of restoration!

Belief in the WW&F mission: bringing a meaningful railroad experience to the general public as well as railroad fans; the welcoming, open show(?) and the policy of the railroad toward visitors; the opportunity to learn and work for folks of varied abilities; personal pleasure in being part of a living/growing organization; participation in train operations; etc.

I'm impressed by the organization.

The authenticity of this museum, the steady progress being made and the amazing accomplishments already affected, makes this museum a stand-out and worthy of support.
First of all because it is Two foot gauge and because of the tremendous progress they have made over the years.
Railroading in my blood, have family in Boston suburbs and supporting the WW&F Railway what I live for. Concise, baby.
I have been a member of the Museum since the 1980s when I owned a house in Alna. I am impressed by the determination of the skilled volunteers who have made the restoration possible and continuing. My friend Ross Hall is one of them.
The Museum has a clear purpose of preserving living US history. Its activities provide today's generation with a look into the past.
It recreates the full spectrum of traditional shortline railroading. Engines change ends, are serviced, take sidings etc. it is not at all the "tourist operation" where a loco just hauls a few miles and then pushes back.
To preserve, protect, and display historic artifacts of the railroad in an entertaining manner and an authentic replication of operations.
On-going development in historically accurate way.
Because I believe you are doing a commendable job of preserving historical RR artifacts in an authentic spirit of recreating the spirit of this original experience.
It seems you are doing things right. I just hope it keeps going that way.
I am very interested in the preservation of two-foot gauge railroads.
Fred M's continued humor.
The results of y'all's work are incredibly impressive – the money is obviously carefully and well spent.
See pictures of physical progress
I enjoy visiting & riding the railroad.
A group with a clear plan for the future of the Museum.
Regular member's dedication
The history of the Two Footers is Maine. Also the people (employees of the WW&F). Also the volunteers, past, present and future of the WW&F.
Rebuilding the original road, and various "authentic" restoration and recreation(s). Community involvement.
Love of railroading.
Well organized, focused, and successful. Plus I feel like I'm part of the family there.
Steam in use!
Volunteer spirit of the group.
Love of little wheels & a passion for history.

Museum gets good use out of my dollars, it is a group of like-minded people working together toward goals that are important to me. Taxpayer-supported organizations have a big payroll and not much forward motion. You have done a lot from a cold start over the years.
To see that the history of the narrow gauge is preserved.
<ul style="list-style-type: none"> ● The dedication of the volunteers and supporters ● My interest in historical narrow gauge railroads of Maine. ● Local property owner. ● Enjoy riding the trains!
I really like seeing old things brought to life and made to perform a useful function again. Since I am a RR buff, I like it even better when railroads are involved. In addition, you are such a wonderful group! Everyone works well together, and you continue to make tremendous progress! It is wonderful to see, even if I can't be there in person. As well, you are extremely good at maintaining communication with all the members, through the newsletter (which is high quality and well done), Facebook, the various threads on your blogs, etc.
My interest in preserving American railroading – especially remnants of the steam era.
When I first joined around 2000, it was because our museum was rebuilding a portion of the Maine two-footers. I grew up near Edaville, so I have been interested in these railroads since childhood. After attending my first work weekend in 2001, it became about the people of the museum. I had volunteered in the past at other museums. The WW&F is by far the most welcoming to new volunteers.
1. The prospect of rebuilding to Albion (albeit Quebec must remain a dream), and the steady progress thereto. 2. It is so successful! - and success breeds more of the same. 3. The quality and historic accuracy.
It's the most complete representation of Maine Two-Foot railroading. It's the only place on earth that allows someone to step back in time and see a complete railroad in context.
The way the WW&F Ry keeps to living history.
WW&F has a plan, a place, and a large group of supporting working members to make the Two-Foot dream come true. This perfect mix deserves all of the support I can provide. My wife and I will make it to one of your work weeks.
It's interest in Two Foot gauge. It's effort to replace roadbed and equipment in Maine.

Question B Responses:

It represents an important part of Maine's commercial history as well as its transportation history.
Railroads crossed the USA before roads and will someday have to return to past glory.
Because most narrow gauge lines have disappeared!
Educate young people about uses (?) of railroads on how people and goods transported in past.
A part of Maine history!
It is a piece of our history to study and learn about!
History is so important!
This is a dying breed, an operating narrow gauge railroad is becoming rare.
Living history of transportation.
Too much history is destroyed.
I think you own all that exists. You do it so well.
Maintaining awareness of, and appreciation for, the history and traditions of American regions and localities.
So many people learn about the past and can help keep up its traditions.
Historically unique.
I can do something he enjoyed.
To remind folks it wasn't always I-pads and touch screens.
Because it's a part of the region's history and should be preserved.
It's a unique part of Maine history.
So we don't forget where we have come from.
It provides keeping a part of history alive so future generations can reflect on rail transportation in its day.
It is just as important to preserve the Maine two foot gauge railroads as it is to preserve the seafaring traditions and lumbering history of the State of Maine. A museum is even more impressive if it has living exhibits and not simply photographs and artifacts. You can ride the museum at Alna.
Education of people concerning narrow gauge steam railroading.
History is always an important part of our past. Maine's history is novel and full of interesting discoveries to me, particularly how the little WW&F was one of area NG lines serving that rural area. Fascinating.
Part of Maine's railroad history must be preserved.
Industrial and cultural heritage, good – clean family fun.
Show place for our children.
Just want to see the PAST come alive and the WW&F is doing a great job of it. Your yearly plans make sense – small bites and the elephant disappears.

Living history.
To preserve a way of life that has all but disappeared from Maine.
It's a history fast disappearing.
We need for our young one's <something>
It captures in a microcosm what things were like during the period of great economic growth in the 1900s.
Fun, history, sense of the past.
A moving, living recreation.
Same as A, plus ... tangible historical equipment for future generations offering near similar experiences of the original railroad.
The narrow gauge RRs of Maine are unique. The WW&F is the "best game in town" for preserving this history.
It is a responsibility that we not throw away our past.
It is an historical treasure which must be preserved for future generations.
Showing the history of what it was like.
Not really many authentic pieces left & WW&F is doing the best job of care & restoration.
Our heritage must be made available to future generations.
Living history! Teaching the future generations.
To bring back the old time of trains.
Operating history is much better learned than reading books.
Preserving the railway help in telling the story of the railway, the State of Maine, and even the story of America.
Brings back a sense of reason for the past development of the Sheepscot Valley.
It is the only 2' Museum with a going group to keep up the equipment. At 83 I can't always help physically but I can still help in the kitchen and record data.
Money for projects seems to go a long way.
To keep our transportation heritage alive.
It is interesting, a piece of history (like a rare coin, if you lose it in the woods you may never find it again).
Too much of the past is forgotten and scrapped. We have to give the present folks something to remember and revere that part of the past that was good and helps us to remember how we reached the present.
Because it is a living reminder of the history of the area and of railroading in Maine and the US.
Historical significance of railways. Unusual gauge. Just plain fun!
It is a part of history.
Historic preservation of actual working equipment helps the present population see and feel how our forefathers worked.

An unusual railroad.
May be too many to enumerate. Eric Sloane claimed he was not a fan of nostalgia. But we have to show how things were done. We must keep some things of the past so we can see how far we have come. We must keep the old crafts and trades alive so they are available when we really need them.
Example of public transportation before the automobile.
A bit of history.
Historically, to preserve something that's unique and unusual for generations to come.
It is the only 2 foot gauge to still operate on its original route still using original equipment.
This line is being reconstructed as much as possible as it was without the tourist carnival atmosphere.
I am happy to support the effort of so many.
Perspective.
In this current era of digital media, indoor activities & sedentary existence, it's important to show how analog hands on work provided for day-to-day living of region. Commerce required moving raw materials, transporting agriculture & manufactured goods before trucks & planes. This railway opened area, allowed growth, was first mechanized transportation system (vast improvement to horse and oxen).
To preserve railroad history.
Preserving the WW&F is an important example of how transportation development contributed to the development of Maine and the US.
Preserving the railroad is very important and the volunteers are doing a great job.
The opportunities for the continued success and expansion of the WW&F Railway Museum are bigger than any other 2 foot gauge museum because: 1) It is on an original 2 foot gauge right of way. 2) It is close to the coast which can provide a strong visitor base because it is easily accessible to major roads and is close to summer tourism. 3) It has strong support among the railfans. 4) The ROW follows varied terrain making the ride interesting to others besides railfans. 5) Because the original charter is intact. There are limitless possibilities for expansion to have an operating 2 foot gauge railroad time capsule.
It is the last of the Maine Two Footers being true to its history.
For the current generation of fans and modelers. Hopefully future generations will keep the history alive.
History & fun.
To keep alive the heritage of the Maine 2 Footers.
It is a small reminder of Maine's past. It is an example of railroading on a shoe string before paved roads, trolleys, trucks, etc. It is how country people and goods got to the big city. Two foot gauge railroading was unique to Maine and a few other places, and the WW&F is a living example of this part of railroad history. Steam engines are rare in New England and kids of all ages, especially the ones under, say, 13, will be wide eyed when they see one. That may be the most important reason for perserving the WW&F.

Railroads in Maine need preserving and restoration.
Unique part of Maine's economic development in the late 19th and early 20th centuries, and a supremely unique opportunity for an authentic museum on the actual WW&F grade.
You are preserving a vital transportation means that linked small towns across the country in the late 1800s and early 1900s. Many of those narrow gauge rail beds are now bike paths, and I'll bet many of those bikers wonder where those straight paths came from. You are showing explicitly how those paths were used.
Nothing tells a story to me better than seeing it work.
I am 75 and as a young teenager, with my dad, I hunted deer in the Weeks Mills area often walking the then abandoned tracks of the WW&F. My dad's sister, my Aunt Bertha Manning, was the Postmaster in Weeks Mills, and I remember them talking about when the train used to come through. So some of my attachment is sentimental.
The history of the WW&F Railway should not be forgotten!
I believe that it is very good for the area.
Again, a very visible and active and material connection to our past; and this for a help to educate young and old of every generation, to relate to that reality and at the same time enjoying the present experience of it. Thanks again for your efforts.
It just is.
No other way of preserving that part of Maine's past for everyone to learn and enjoy Keep up the great work!
Important to keep history alive to better understand motivations and requirements of a by-gone era.
Amazing Experience! - Chance to go back in time and relive dream of seeing the WW&F run again. Nice to see the equipment operating in an authentic environment, in an authentic manner. Boosts the local economy, too. Ability to show and share with others how it used to be.
The WW&F is living history – helping people of today's highly mobile society understand what tremendous change it and the other two-footers made in ending the isolation of Maine communities to outside markets, and made it possible for Maine's people to travel.
To bring to life the narrowest common carrier railroads of the US.
It is easier to preserve and create replica equipment during and just after an era, rather than waiting centuries and having much fewer resources to draw from.
Best example of the Maine 2 Footers because of its wide-spread support and great working membership.
Part of Sheepscot Valley history.
Unsure how "important" it is, other than a nice activity for people in the area.
Unique transportation solution important to rural Maine.
Part of history.

It was never officially abandoned and is being rebuilt!
It is the line you are preserving!
It's a living history museum.
Historical significance.
The railroad and rolling stock, and other facilities are interesting and important living regional history.
It's a unique piece of history that deserves to be protected and preserved.
The WW&F is a link to the past and a road to the present.
The resurrection of the WW&F is an historical account of the way people lived in an agrarian society and built the beginnings of a economic base for what is "The Great State of Maine."
Important to know how life used to be.
I like steam.
An example of "living history" where it actually happened.
It's important to preserve this unique piece of railroad history.
It's a unique and special part of Maine and transportation history.
You can always learn from history. Plus, trains are cool!
If we don't, who will? Many kids today think milk or food comes from Wal-mart. Not a clue about what's involved. History of building our country is lost to many. The WW&F in a small way can help young people understand what has gone before to get us where we are today.
In our increasingly digital society, I think it's important to preserve physical objects – buildings, equipment, tools – that provide a tangible link to the past and which will teach future generations about the past.
Represents what is left of a very significant history of Maine and Maine railroading.
The nostalgic and historical value for generations to come.
It is a tangible bit of history.
The equipment at Portland is deteriorating because of the poor location. The WW&F is currently the only site where the equipment is stabilized and properly preserved!
Narrow gauge railroads, especially two-foot, are fascinating. From the standpoint of the "can-do" spirit of America to the golden age of railroads.
Preserving the artifacts of past years is always important for us to see how our ancestors lived and to see the actual items they used. The WW&F Ry, however, is not just static history; it's living history with the bonus of the very same railroad grade & equipment together with the same sights, sounds, and smells that have vanished except in live museums like the WW&F.
The Maine Two Footers are extremely important to the history of US railroads, and are absolutely captivating. The WW&F is poised to be the best railroad museum in the world as it is so authentic and runs through such beautiful scenery. It will be hard to beat the Ffestiniog – but I think you can do it!
It is a unique part of Maine's history. A ride on the railway through the woods takes you back to an earlier, unhurried time.

The history, all of it. The needs of a railroad to the people, towns etc of the area.
So future generations can get a glimpse of what Maine life was like 100 years ago. Also teaches how fortunate to be where we are today!
Time capsule of a century ago.
It is representative of an interesting time in our history.
Living history!
The WW&F has, by far, gone the furthest towards capturing the Maine narrow gauge essence. To hear and see #10 (and soon #9) barking through the woods, hauling wooden cars over that incredibly narrow track, is to be transported back in time. And it's just cool!
Given the clap-trap world we inhabit now it provides solace in recreating a simpler time.
Keep history alive and preserve historic railway equipment.
It is a remarkable example of what can be accomplished by a relatively small group of people with strong will and desire. My hat is off to you, and my check is enclosed.
A part of our heritage.
It's a unique part of Maine & railroad history, a history which is not restricted to a museum building, but on the go.
It's a piece of history that gives people a sense of how things used to be.
The Maine Two Footer Railroads were a unique part of railroad history and preserving actual equipment provides a real feel for the challenges and experiences of such a narrow gauge that photos and books can never accomplish.
Because it's a rolling museum which shows what railroading was like in the old days.
Maine history rocks, railroading rocks more, in my DNA. More concise.
The railway is an important piece of the industrial archeology of Maine, a compromise in railway design that allowed for a working rail line where a conventional, full-sized one would not have been feasible. In preserving the line and its working steam locomotives the Museum is also preserving the history of railroads and their equipment, again, on a manageable scale.
Because it is some of the only actively preserved Maine two-foot gauge equipment as well as living proof of our ancestor's mechanical skills.
It is a very rare look authentically into down east heritage.
Because the two-foot gauge railroads were a unique and important part of Maine's history.
Important for the benefit of those who were not there and those to come.
Is kind of hard to answer, but it's nice to show that at one time such small railroads were important and not playthings.
WW&F is one of the top preservation efforts in the country.

A world wide asset to railroad history.
Best opportunity to recreate an entire Maine two-footer in its actual locale!
So many railroads have gone away. It is good to see it restored on its historic right of way.
The WW&F is a unique piece of Maine history that is operating on its original right of way.
History is important as today's kids learn less of local history.
Knowing it will be there to enjoy so future generations can appreciate and enjoy it.
To tell the story of the Maine Two Footers along with the people of Maine.
True appreciation of things and history requires the ability to experience things with all the senses. A true understanding of things and history cannot be had by reading books alone. This not only important for "serious" vistors and students of history, but for all of us also, as the need to practice the craft is necessary to fully be able to maintain the collection and "teach" our history, our story.
Important link between past and future.
The preservation of the WW&F best tells the Maine Two-Footer railway story.
This history of Two-foot railways in the US/ME.
To teach by example of history.
The museum is on the real site of some of the WW&F right of way, showing (younger) people about the Two-Footer system generally, and the WW&F specifically. A living preservation of Maine's transportation solutions of a century ago. (I just can't get enthusiastic about the setup in Portland).
It serves as a record of accomplishment of those providing transportation in earlier years.
Preservation of historical/local railway.
I also like seeing things brought back to life to show the younger generation that everything doesn't have to be "high tech" to be functional and productive and fun. Even though electronics, pneumatics, hydraulics, programmable logic controllers, computers, etc. were either not available, or only available in a simpler form, the people in the 19th and early 20th centuries still got the job done. Technology is a good thing much of the time, but nowadays things are often made unnecessarily more complicated. The WW&F shows a time when life was simpler and in many ways more fun to live, in my opinion.

Other Responses:

The WW&F is all about recording railroad history.
The WW&F should follow other organizations and look to establishing an Endowment fund (older members leaving \$\$ in their wills). It is great to put all contributed money into the Museum expansion but at some time money should be invested in a fund that would provide money every year (interest) on an annual basis. The Alfond Center in Waterville uses the interest to provide annual costs. (Yes their fund came from Harold Alfond.) The Univ. of Maine system has a huge endowment fund that creates scholarships, etc. However small the WW&F should saving for a rainy day!

I have been a supporting life member for the past 7 or 8 years. Ever since Jason noticed my interest one weekend in 2007. We allowed me to ride back in the Portland, and I was hooked! Since the BVR runs a 7 day schedule, and offered an engineer's class in October, I have been running Henschels under license for the past 8 years, quitting only last week because of spinal deterioration. Both the WW&F and the BVR are dedicated to preserving history, each in their own way! Hence, my affection and support..

Thanks for a great job to all involved!

I worked for Maine Central for years then CPR because MEC sold the track to Canadian Pacific I was the signal maintainer and the CPR didn't know how our signals worked. Yes the CPR gave me more money and also asked me if I could work 6 days instead of 5. I told them only in emergency. I got a wife and 2 kids and they agreed. So I continued until I retired and that Friday I retired I was called by the American Legion <something> to Washington as State of Maine <something>. He had to be there Monday AM early – and I've been working driving until I was retired at age 89 from the courtesy van at Varneys, Hogan Rd Bangor where I still work 3 days a week 11 hour days.

I think of all the railway preservation projects across the US the WW&F is one of the finest and has a truly impressive group of volunteers. Thanks for all your hard work. My donation is enclosed.

I was born Union Maine, I am now 90.

I believe trains should be the center of a railway museum, not Thomas the Tank engine or Polar Express as they are at some other narrow gauge museum projects. Looking forward to seeing the turntable.

<something> Keep up the good work.

Keep up the great work you're doing!

Finally one only has to look at the 2 foot gauge railroads of Wales, where our own 2 foot gauge idea sprung from. The Ffestiniog has been in operation for many, many years and the Welsh Highland has been completely rebuilt using South African equipment on a completely rebuilt roadbed; upgraded from the original line which was abandoned around the time of the WW&F. It connects with the Ffestiniog at Porthmadog and goes up through tunnels, around Mount Snowdon to Caernarfon, proving that such an undertaking can be done.

In closing, I feel the WW&F Railway Museum is on the right track and although it takes little steps to accomplish something, the WW&F Railway Museum is an endeavor all can be proud of.

Too much of the treasure of the United States is being wasted on wars, killing people, foreign entanglements, welfare to those who don't give a crap about our country or its history. WW&F preservation is one way of getting away from all the stupid stuff and showing how people lived in a simpler time, and how those ancestors built the nation that is now quickly going down the tubes.

I love Maine, met my wife there and her sister still lives in the state. When much younger I learned about the two foot railroads of Maine and became fascinated by the SR&RL empire. Imagine!! Would I support a 2 foot gauge in Pennsylvania? Maybe, but not to the extent of my support of the WW&F. I am also a strong supporter of the C&TS in New Mexico. That to me is the western version of the Sandy River. I am also a member of the Sandy River group.

My wife's sister has a home in Wiscasset and we visit often.

I apologize, but I can't be succinct enough to use the back of your questionnaire.

I have spent several days driving along sections of the Erie Canal. I really enjoyed when we discovered small museums recreating the equipment that dug the canal and the barges that used it. Like narrow gauge railways later in the 1800s, many canals, like the Erie, were vital in opening up our country in the early 1800s.

The WW&F is the best railroad museum where like-minded individuals put their money, efforts, and memories to work for others to enjoy. One word – Dedication!

I can answer both questions with one answer. The WW&F has a unique role in the history of the Maine 2 Footers. It is the current and only railroad operation on its original roadbed with much original and/or restored equipment. It represents a culture of the past with great authenticity. This gem not only is a prize to railfans, but a living history for all, of the days gone by.

We live in NY so visiting is not often possible. I'm a good woodworker and would be interested in a project that could be done from afar. Feel free to call or email me.

In 1954 and 1956 we spent 2 weeks in Wiscasset each time having read Maine Two Footers. My son and I toured Bowdoin where he matriculated (as did I in class of 1944). We drove around looking for signs of old trackage. I learned of you much later in 90s. You should know I have your name in my will. I'll be 94 years come Nov 28.

I am happy to participate in your survey.

There seems to be a sort of circus atmosphere to your operations at times, but I guess that is necessary to attract visitors and supporters.

Please keep up the great work!

Also you have provided a home for Alice Ramsdell's #9 and a careful restoration to running condition, an event I never imagined would actually happen in my lifetime.