

RAILWAY MUSEUM QUARTERLY

TRAINLINE

arm



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Twin ex-Toronto PCC cars line up in front of the National Capital Trolley Museum's new visitor center in Colesville, Maryland. Relocated by freeway construction, NCTM opened its handsome new museum buildings in October 2010 and shortly thereafter hosted ARM's 2010 Conference. Aaron Isaacs photo

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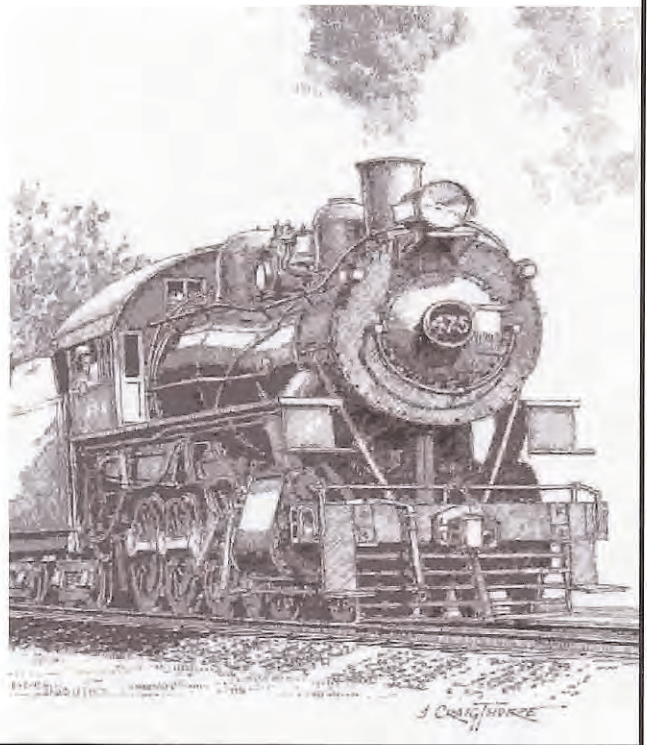
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Membership in the Association of Railway Museums is open to nonprofit organizations preserving and displaying at least one piece of railway or street railway rolling stock to the public on a regularly scheduled basis. Other organizations, businesses and individuals interested in the work of the Association are invited to become affiliates. For more details, or to report address changes, please contact the Association of Railway Museums, 1016 Rosser St., Conyers, GA 30012, or email to scg@lagniappeassociates.com. Call us at (770) 278-0088 or visit our Web site: www.railwaymuseums.org.

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Membership is open to all railway museums, tourist railroads, excursion operators, private car owners, railroad related publishers, industry suppliers and other interested persons and organizations. TRAIN, Inc. is the only trade association created to represent the broad spectrum of what is called "creative railroading".

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TRAIN PRESIDENT'S COLUMN

By Rick Burchett

Another operating season has ended, followed by an excellent TRAIN convention in Alamosa, hosted by the San Luis & Rio Grande and its Rio Grande Scenic Railroad. Congratulations to Ed Ellis and his crew for a job well done. There was a pre-convention trip to the Manitou & Pikes Peak and the Royal Gorge Railroad. We rode behind steam to Antonito, transferred to the Cumbres & Toltec for a turn to Sublette, then returned to Alamosa behind steam. The highlight was a steam powered round trip over La Veta Pass, now the highest standard gauge mainline in North America and one of the great unheralded train rides.

Between the trips were informative seminars, multiple TRAIN Board meetings and, of course, plenty of opportunities to renew old friendships and make new ones. The conventions have always offered plenty of schmooze time and this year was no exception.

Our cooperative efforts with the Association of Railway Museums continue. The Board approved the three-way agreement with ARM and editor Aaron Isaacs to produce Trainline/Railway Museum Quarterly. The Board authorized representatives to negotiate with Suzanne Grace to have her company Lagniappe Associates provide management services to TRAIN. Over the winter, the TRAIN/ARM Organization Team will hold conference calls to resolve as many issues as possible before the joint Spring meeting at French Lick, Indiana next March 25-26.

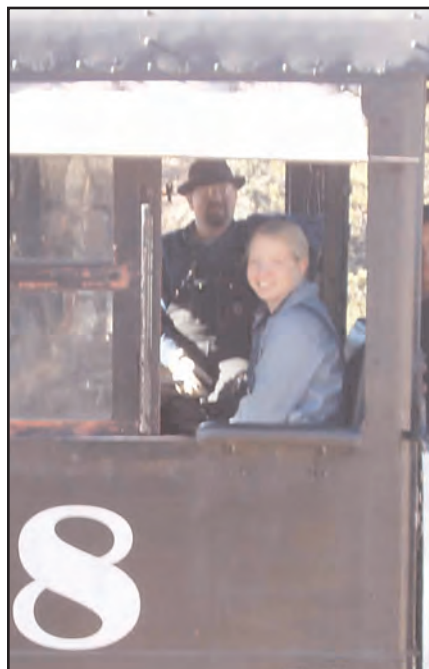
Although it has been called a merger, it is more correct to say we are headed toward the dissolution of both ARM and TRAIN, which will be replaced by a new organization. We used the convention as an opportunity to ask our members' opinions. We heard

no objections, and believe we are representing the membership's wishes by moving forward. We will be visiting more formally with both ARM and TRAIN members at the joint convention next November in Chattanooga.

Board elections were held. Linn Moedinger of the Strasburg Railroad returned for another term. Joining the board for the first time were Erv White of the Grand Canyon Railway and Meg Warder of the Black Hills Central. A big THANK YOU goes out to retiring long time board member Bob Warder of the Black Hills Central. Fortunately his wisdom will not be lost, as he will still be active and his daughter is now on the board. Alan Barnett has stepped aside as an elected board member to serve as Treasurer.

TRAIN Executive Director Dan Ranger has stepped down, accompanied by wife Karen Ranger, who has served as Administrative Assistant. I'd like to recognize Dan and Karen for their excellent efforts on behalf of TRAIN, particularly bringing back Trainline and building it into a fine publication funded entirely by ad revenues. They have continued to keep the office open until the transition to Lagniappe Associates is done and have been very helpful in the process. Many thanks, Dan and Karen.

I'd like to close with a personal note from a proud father. My daughter, Rikki, has grown up firing steam locomotives on the Chehalis-Centralia Railroad. Now age 24, she attended the convention and was invited to fire Rio Grande Scenic Railroad 2-8-0 #18 on its 2.5 percent assault on La Veta Pass. That's her in the cab during a photo runby.



FRA DEVELOPMENTS

By Bob Opal

Note: Bob retired in 2008 from the Union Pacific Legal Department, where he was General Commerce & FRA Counsel.

I. INTRODUCTION

This article summarizes FRA rulemakings and other developments during 2010 which could affect tourist, historic or scenic or excursion operations and railroads ("tourist operations" or "tourist railroads" will be used as shorthand for all of these operations).

Let's start with an overview of FRA's regulation of tourist operations. Julius Caesar once wrote that all Gaul was divided into three parts. So, too, is FRA's regulation of tourist operations. FRA's "three parts" are as follows:

General System Tourist Operations – This category includes all tourist operations conducted on trackage which is part of the general railroad system of transportation (i.e., the national network of standard gauge trackage used for freight, intercity passenger and/or commuter passenger service). "General system" tourist operations include tourist operations run by general system railroads themselves, and tourist operations run by other entities over general system trackage. With a few exceptions, FRA rules generally apply to this category of tourist operations the same as they do to freight railroads, AMTRAK and commuter railroads,

Non-General System, Non-Insular Tourist Operations ("non-insular" for short) – This category includes tourist operations which do not operate over any general system trackage, but use trackage which includes any of the following features: (i) a public rail-highway grade crossing; (ii) a rail-rail crossing at grade, (iii) a bridge over a public road or navigable waterway, or (iii) a common corridor with another railroad (i.e., its operations are within 30 feet of another railroad). This category includes most tourist operations. Non-insular operations are subject to a more limited set of FRA rules than general system operations, and FRA often excludes them entirely from new rulemakings.

Non-General System, Insular Tourist Operations ("insular" for short) – This category includes tourist operations which do not operate over general system trackage AND do NOT include any of the features which would make them "non-insular" as described in the preceding paragraph. This category would include operations such as railroads in amusement parks. Prior to the 2010 Bridge Safety Standards



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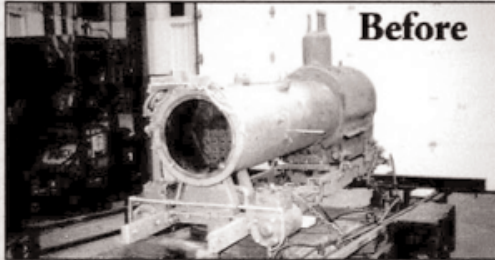


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(described below), no FRA rules applied to insular operations.

II. 2010 RULEMAKING PROCEEDINGS

These are summaries of the rulemaking proceedings FRA either instituted or completed in 2010 which apply to tourist operations in whole or in part. For more information, see the web addresses shown for each rule, which include not only the text of the rules, but FRA's regulatory "preamble" describing their application. Most of these rulemakings (shown below as "RSIA rulemakings" or "RSIA rules") were mandated by Congress in the Rail Safety Improvement Act of 2008. In these cases, FRA is required by law to issue rules on the subject, although it has some discretion as to what is in those rules.

Positive Train Control (Final Rule):

Summary: This is a very extensive RSIA rule which requires certain passenger and freight railroads to install very sophisticated (and very expensive) train control signal systems on rail lines meeting specified criteria by 2015, and establishes design standards and approval requirements. The rule and the RSIA statutory mandate were largely in response to the

tragic September, 2008 Metrolink collision at Chatsworth, CA.

Applicability to Tourist Operations: The rule is NOT applicable to non-general system tourist operations, whether "insular" or "non-insular." However, the rule may apply to some "general system" tourist operations, as follows:

(i) PTC doesn't have to be installed on a general system line just because of a tourist operation on the line (see definition of "main line" at p. 2700).

(ii) Tourist trains on a general system line which is equipped with PTC can be conducted without being equipped with PTC if certain requirements are met. Some of these are a little unclear, but the requirements appear to be as follows:

The line either has no regularly scheduled intercity or commuter passenger service or, if it does, the host railroad's implementation plan (PTCIP) covers operation of non-equipped tourist trains;

The tourist movement does not exceed 20 miles in length;

If the tourist movement exceeds 20 miles in length, the tourist trains must be PTC equipped by December 31, 2020;

All non-equipped movements must be made under the procedures

applicable to movement of trains with failed PTC apparatus.

Reference:

<http://edocket.access.gpo.gov/2010/pdf/E9-31362.pdf>

This is a very large document (126 pages of 3-column regulatory microprint). Tourist operations are specifically discussed at p. 2635 (preamble), and pp. 2700 and 2704 (rule text). The procedures for non-equipped movement are at p. 2712 (rule text). While these procedures may, on their face, appear to apply only to "en-route failures", sec 236.1006(c) (p. 2704) also makes them applicable to non-equipped movements permitted by the section.

Bridge Safety Standards (Final Rule):

Summary: This is an RSIA rule which requires track owners to determine the safe load capacity of their bridges, and to implement "bridge management programs" as described in the rule, including annual inspections. Many of the requirements appear to effectively require inspection work to be done by personnel with engineering credentials.

Applicability to Tourist Operations: The rule is applicable to ALL tourist operators that own rail bridges (except bridges in amusement

parks), including “general system”, “non-insular” and “insular” operators. This is the first FRA rule to explicitly apply to “insular” tourist operations.

Since most tourist operators probably do not have personnel qualified to do much of the work required by the rule, the rule will likely require use of professional bridge contractors. The compliance deadline for most tourist operators to have a program in place is September 13, 2012. The American Short Line and Regional Railroad Association will likely develop model programs for the short line industry (which have many of the same compliance issues as tourist roads), and a similar effort by the tourist rail industry may be advisable (perhaps based on the short line program).

R e f e r e n c e :
<http://edocket.access.gpo.gov/2010/pdf/2010-16929.pdf>

Tourist operations are discussed at pp. 41284 and 41288 (preamble) and 41313 (rule text, sec 237.1)

Use of Cel Phones and Other Electronic Devices (Final Rule)

Summary: This is a non-RSIA rule, which restricts use of cell phones and other electronic devices by railroad operating employees and requires railroads to have instruction programs

for these employees. The requirements are similar (but not identical) to those contained in Emergency Order No. 26, which FRA issued after the Metrolink Chatsworth accident. The rule rescinds and replaces Emergency Order 26 effective March 28, 2011.

Applicability to Tourist Operations: Tourist operations are not specifically addressed in the rulemaking document. However, based on section 220.3 (“applicability”), the rule is applicable to tourist operations on the general system. It is NOT applicable to non-general system tourist operations, whether “insular” or “non-insular”.

References:
<http://edocket.access.gpo.gov/2010/pdf/2010-23916.pdf>

Accident Reporting – Monetary Threshold (Final Rule)

Summary: This is a non-RSIA rule, which raises the monetary threshold for reporting a rail equipment accident/incident to \$9,400, effective January 1, 2011 (a “rail equipment accident/incident” is a collision, derailment, fire, explosion, act of God or other event involving operation of on-track equipment, standing or moving).

Applicability to Tourist Operations: The existing accident/incident reporting rules are applicable to both general

system and non-insular tourist operations, see 49 CFR 225.3. The new rule only affects the reporting monetary threshold for FRA’s existing accident/incident reporting rules (49 CFR Part 225) and does not change the applicability of those rules. Note that there are special provisions in the existing rules which make some of the requirements of Part 225 inapplicable to most tourist operations (see, for example, sec 225.3(b)). The new rule does not change any of those provisions.

Reference:
<http://edocket.access.gpo.gov/2010/pdf/2010-30824.pdf>

Conductor Certification (Proposed Rule)

Summary: This is a proposed RSIA rule which would require railroads to implement conductor certification programs broadly similar to existing locomotive engineer certification programs. A final rule will probably not be issued until the late 2011. However, since the proposed rule was developed as a negotiated rulemaking through FRA’s RSAC (Rail Safety Advisory Committee), it is likely that the final rule will very closely follow the proposed rule.

Applicability to Tourist Operations: Like the existing engineer certification rule (Part 240), the new rule as

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proposed would NOT apply to non-general system tourist operations, whether "insular" or "non-insular". It would, however, apply to tourist operations on the general system.

Reference:

<http://edocket.access.gpo.gov/2010/pdf/2010-27642.pdf>

Tourist operations are discussed at pp.89168 and 89190 (preamble). The exclusion for tourist railroads is at p. 69197 of the rule text, sec 242.3(a)(1) (as discussed in the preamble, non-general system tourist roads are included in the exception for non-general system "installations").

Risk Reduction Plans (Advance Notice of Proposed Rulemaking)

Summary: This is a preliminary document in an RSIA rulemaking. The ANPR does not propose any specific rule language. Rather, it is intended to obtain comments on what should be included in a proposed rule, that would be issued at a later date. In general, the rule would require Class I railroads, intercity or commuter "passenger railroads", and railroads with an "inadequate safety record" to develop risk reduction plans meeting requirements specified in the rule.

Applicability to Tourist Operations: The only specific mention of tourist

roads in the document is on p. 76349, where FRA asks for comments whether "certain types of railroads (such as tourist railroads) should be exempted from the regulation" (question #2, col 3). ARM presently intends to file brief comments on this issue.

Reference:

<http://edocket.access.gpo.gov/2010/pdf/2010-30836.pdf>

II. FRA WAIVER AND SPECIAL APPROVAL DECISIONS

FRA rules permit railroads and other regulated entities to request relief from specific regulatory requirements which would otherwise apply. This section summarizes decisions which FRA issued in 2010 on waiver or special approval requests filed on behalf of various tourist operations, both general system and non-general system. The listing could be incomplete as it is based primarily on notices published in the Federal Register prior to a decision. However, FRA sometimes issues these decisions without a prior Federal Register publication.

Restricted Equipment Decisions

The largest group of "tourist" decisions involve FRA "restricted equipment" requirements. As background, beginning in 2009 (or thereabouts) some FRA enforcement personnel began taking the position that

the "restricted equipment" provisions of the Railroad Freight Car Safety Standards, 49 CFR 215.203 and 215.303, applied not only to general system tourist operations, but to "non-insular" tourist operations. The "restricted service" provisions generally prohibit operation of freight cars which are more than 50 years old or which have certain components, unless FRA has specifically permitted their continued operation. If FRA does permit their continued operation, they must be stenciled with an "R" and with information as to the reason for the restriction. These provisions apply only to "freight" rolling stock, not to passenger cars. As such, they do not, by their terms, apply to equipment originally designed as passenger cars. But they would apply to equipment (including cabooses) originally designed for freight use, even if subsequently converted to passenger use. Examples include freight cars used in demonstration freight trains, freight cars converted with seats for passenger use, cabooses and the like.

In response to this enforcement activity, a number of tourist operations (both general system and non-general system) have requested "special approvals" to permit continued operation of 50+ year old freight equipment and "waivers" of the special

stenciling requirements. During 2010, all of the “restricted equipment” requests FRA considered were approved, subject to conditions. The requests included:

Docket No. FRA 2010-0001

Requested by: Santa Cruz, Big Timber & Pacific Railway (General system)
Action: Approved subject to conditions
Reference:
<http://www.regulations.gov/#!documentDetail;D=FRA-2010-0001-0007.1>

Docket No. FRA 2010-102

Requested by: Orange Empire Railroad Museum (Probably “general system” due to nature of OERM operations at time of waiver request, but not stated in FRA decision)
Action: Approved subject to conditions.
Reference:
<http://www.regulations.gov/#!documentDetail;D=FRA-2010-0102-0006.1>

Docket No. FRA 2010-0007

Requested by: Pacific Locomotive Association (Covers equipment operated on Niles Canyon Railway. Probably non-general system based on waiver petition but not stated in FRA decision)
Action: Approved subject to conditions:

Reference:

<http://www.regulations.gov/#!documentDetail;D=FRA-2010-0007-0005.1>

Docket No. FRA 2010-021

Requested by: Indiana Transportation Museum (Probably general system, but not stated in FRA decision)
Action: Approved subject to conditions
Reference:
<http://www.regulations.gov/#!documentDetail;D=FRA-2010-0021-0003.1>

Docket No. FRA 2010-0138

Requested by: Hoosier Valley Railroad Museum (General system)
Action: Approved subject to conditions
Reference:
<http://www.regulations.gov/#!documentDetail;D=FRA-2010-0138-0003>

**Other Waiver and
Special Approval Decisions**

Docket No. FRA 2009-0060

Requested by: Steam Railroading Institute (General system)
Summary: Requested waiver of Part 223 glazing requirements for passenger and caboose cars.
Action: Petition voluntarily withdrawn as to most equipment. Dismissed as to remaining equipment as unnecessary due to age of equipment.

Reference:

<http://www.regulations.gov/#!documentDetail;D=FRA-2009-0060-0004.1>

Docket No. FRA 2009-0112

Requested by: City of Jasper, IN (General system)
Summary: Requested waiver of Part 223 glazing requirements for passenger car.
Action: Approved subject to conditions.
Reference:
<http://www.regulations.gov/#!documentDetail;D=FRA-2009-0112-0004.1>

Docket No. 2010-0095

Requested by: South Carolina Railroad Museum (General system)
Summary: Requested waiver of Part 240 engineer certification rules to permit “engineer-for-a-day” program.
Action: Approved subject to conditions.
Reference:
<http://www.regulations.gov/#!documentDetail;D=FRA-2010-0095-0004.1>

Docket No. FRA 2010-0109

Requested by: Illinois Railway Museum (Non-general system)
Summary: Requested waiver of Part 230 steam rules to extend 15 year period for performing 1472 service day inspection on steam locomotive.
Action: Denied



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Reference:

<http://www.regulations.gov/#!documentDetail;D=FRA-2010-0109-0003.1>

MUSEUM LOCOMOTIVE STUDY

Summary: Section 415 of the 2008 RSIA directed FRA to conduct a study of diesel locomotives and equipment used by museums, historical societies, tourist and scenic railroads, including an analysis of the safety consequences of a less periodic inspection scheme (i.e., replacing the current time based inspection scheme with a scheme based on service days).

FRA released the study in July, 2008. The study is expressly limited to general system tourist (etc.) operations, and excludes non-general system operations. FRA's stated reason for this limitation is that non-insular tourist operations are already exempt from the regulations covered by the study (e.g., the non-steam locomotive standards in Part 229 and the brake rules in Part 232). The study includes a survey of all general system tourist operations, their accident/incident history, and the results of FRA inspections of their equipment.

FRA's conclusion in the study is that a service day inspection scheme should not be adopted. .

Reference:

<http://www.fra.dot.gov/downloads/safety/MuseumLocomotiveStudy2010.pdf>

ARM 2010 CONFERENCE

By Aaron Isaacs

This was the last stand-alone ARM conference. It was hosted by the National Capital Trolley Museum at one of the country's newest museum facilities, and featured memorable visits to others, including one of the oldest. There were extensive seminars on a wide variety of preservation topics.

Smithsonian

The pre-conference tour visited the "America on the Move" exhibit at the Smithsonian's American History Museum. The exhibit was the last major project of transportation curator William Withuhn before his retirement. I was expecting a rehash of the familiar—everyone knows that the pioneer locomotive John Bull and the last surviving Southern PS-4 4-6-2 are on display. What I wasn't expecting was one of the most effective museum displays I've ever encountered.

Given the breadth of its collection, the Smithsonian staff must be tempted to present the history of the entire country. Due to space limitations, this would only be possible in the most superficial way, so they have gone another route. They have focused on



Three railroad elements of the Smithsonian's America on the Move exhibit.

specific cities and towns that represent communities everywhere. The Southern PS-4 is still there, in all its green and gold glory, but now it helps tell the story of the Southern Railway in the railroad town of Salisbury/Spencer, North Carolina. The entrance of the Salisbury depot has been replicated. Nearby displays touch on the Pullman porter and segregation within the industry.

The Smithsonian isn't the first to employ lifesize statues of railroad employees and customers. Ghostly white-on-white figures were already a fixture at the Altoona Railroaders Memorial Museum, Omaha's Durham Western Museum and the North Carolina Museum of Transportation. The Smithsonian's, however, are particularly well sculpted in shades of white and grey that seem to increase their presence. A good example is the motorman of the single truck streetcar and the group of passengers about to board.

Particularly effective is the Chicago Transit Authority "spam can" L car. One enters via a replicated L station platform. The rear of the car transitions seamlessly into a projected movie of a trip in progress. Passengers in period clothes interact with the conductor as he calls out the stops and handles the doors. Meanwhile the car vibrates realistically along with the recording of an actual L train and the receding track is viewed through the rear windows. State of the art and very effective.

B & O Museum

Any list of the top railroad museums in North America will always include the B & O. It originated as the corporate collection of the Baltimore & Ohio, which used its history as a railroading pioneer to market itself. Beginning in the 1890s, it gathered surviving historic rolling stock still on the property and restored it to a semblance of its original appearance. In order to recreate an idealized vision of a bygone era, liberties were taken with the backdating. Pieces that couldn't be found were replicated. Despite these issues, the company preserved a priceless collection that would otherwise have been lost. It stored them for decades and brought them out only for special occasions until 1953, when the railroad opened the B&O Museum to the public.

The museum passed into Chesapeake & Ohio control, and eventually CSX, before being spun off as a non-profit in 1990. During those final years of company ownership, some important C&O and Western Maryland pieces were added.

The event that changed everything was the 2003 collapse of the Mount

Clare roundhouse roof under a record snow load. The multi-million dollar damages threatened the museum's existence. A number of the most valuable pieces of equipment were badly damaged. One 19th century open platform coach was crushed and had to be scrapped after being stripped for parts.

The insurance settlement fell far short of the cost to repair everything, but donors responded with unprecedented generosity and the museum recovered. In the process, it added considerable infrastructure and revisited its collection. Previously, all repairs and restoration had taken place in the cavernous, but deteriorated Car Shop. However, it was not suitable for the major rebuilding of the crushed artifacts. A cost study showed that shipping them off-site for repairs was prohibitively expensive and logistically awkward. The most cost-effective decision was to construct a new restoration shop, and that's where the insurance money went. This freed up the Car Shop to be used for equipment storage and display, following repairs to the roof, windows and HVAC system. It should be noted that there are two abutting car shop buildings. The South Shop holds the equipment. The now-trackless North Shop is still used for miscellaneous storage. It has recently received a new roof and windows, dramatically improving its external appearance. Eventually it too will

become an exhibit space.

In the years since the restoration shop opened, the damaged pieces have been gradually restored. Only two of the locomotives remain to enter the shop. The restoration process has uncovered the non-historic changes made by the B & O between the 1890s and 1950 and those have been corrected. A good example is the 1863 4-6-0 previously named the Thatcher Perkins. The name was added after the engine's initial retirement. Restorers discovered that it was not actually #117, the first engine in its class, but was instead #147. The color scheme was also brought back to the original.

Also constructed since the collapse were a pair of open sided train sheds with high level center platforms. These accomplished the twin goals of sheltering more equipment, while permitting visitors better access to the their interiors. Recently a model railroad was opened inside a C&O coach under one of the sheds.

The post-collapse rethinking of the museum included making it handicapped accessible. Previously it was out of compliance. In the process, the entry, gift shop, offices and displays inside the Mount Care Station building were completely renovated and relocated.

Baltimore Streetcar Museum

The broad gauge United Railways and Electric of Baltimore retained examples of its earliest cars as a



The B&O Museum's modern shop was filled with rare early locomotives and cars undergoing restoration.



The Baltimore Streetcar Museum is located near downtown. It features a fine collection of Baltimore cars, as well as a double-track mainline, rare for a museum. Jim Vaitkunas photo.

company collection. It's one of the best city-specific collections anywhere and it survived to become the core of the museum. Included are two horsecars, plus a dozen trolleys. Among them are seven from the period 1890-1905, including a classic double truck open car.

The museum runs a one-mile demonstration railway alongside Falls Road where the Maryland and Pennsylvania once terminated. In the last couple of years the line has been double tracked for much of its length, which adds an historic ambience found at few other traction museums. Along the line is the Ma & Pa's stone roundhouse, which has served the City of Baltimore for many years as a sand and salt depot.

The present car barn, which was recently expanded to four tracks from three, has been subject to flooding over the years. The roundhouse is on higher ground and at less risk. A study is underway to determine if the city should vacate the roundhouse and turn it over to the museum.

The museum operated eight streetcars for the attendees. Among them was Philadelphia snow sweeper #C-145, which rode smoothly like a heavy interurban.

National Capital Trolley Museum

You'd think it wouldn't be permitted nowadays, but the State of Maryland built a new freeway through a county park where the Museum was located. It cut through the National Capital Trolley Museum's grounds, requiring the replacement of all its buildings at a new site in the park, as

well as the relocation of half of the demonstration railway.

The relocation created the opportunity to replace a smaller, older facility with something bigger and state of the art, mostly at government expense. However, this was no turnkey, fully-funded project. It took a tremendous effort by the Museum's leadership to bring the project to

fruition while protecting its interests. The Museum had raised funds for the construction of the Street Car Hall, long before the highway became a reality. Then in December 2006 the Maryland State Highway Administration (SHA) advanced the Museum \$100,000 to begin designing two more buildings. In 2007 a Memorandum of Understanding was signed by the Museum and SHA. It



Wesley Paulson collects oral history from Norman Nelson before a camera and a live audience during the "Capturing Railway History: Live!" session in the Street Car Hall. Jim Vaitkunas photo.

provided \$5.6 million to complete the relocation of the Museum. The MOU set January 1, 2009 as the date for the vacation of the old museum site and its transfer to the state. Under the agreement, NCTM was responsible for design and construction. NCTM President (and ARM Treasurer) Ken Rucker served as the project manager.

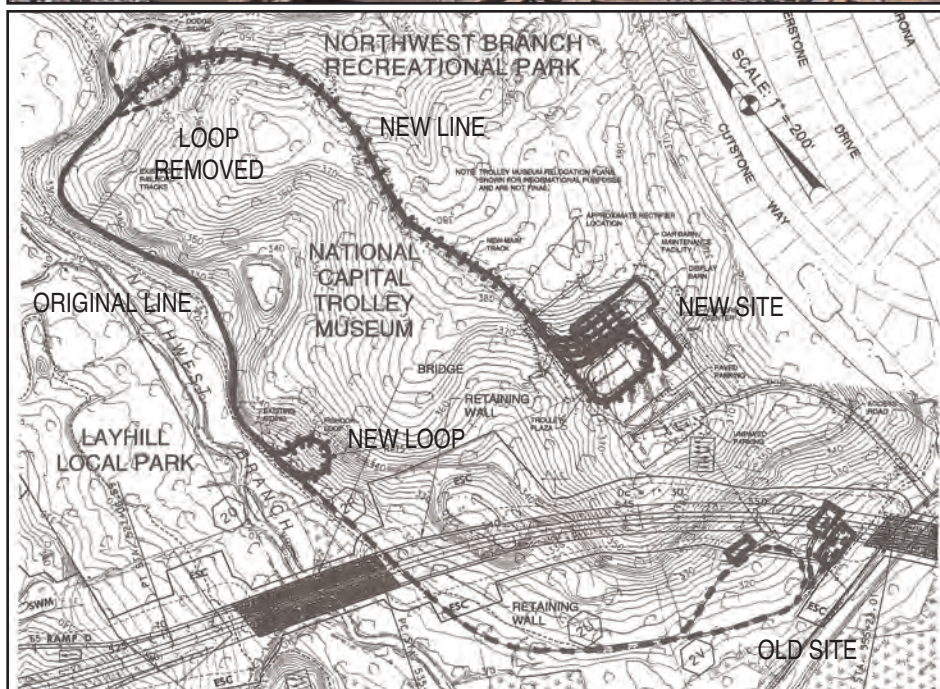
Stone Consulting was hired to prepare an evaluation report of the cost to replace the museum's old facilities under the regulations in place in the fall of 2006. When construction was heading for bidding just a year later, additional unexpected storm water management requirements were added to the project, increasing its cost by \$750,000. An additional complication occurred during the summer of 2007 with the shutdown of Street Car Hall construction because the local planning department had not approved a forest conservation plan in 1999. Work was stopped for five weeks which cost an additional \$60,000.

Initial grading (2002 to 2003) and Street Car Hall (2007) cost \$1.25 million funded with TEA21, state bond bills, Montgomery County capital funds, and museum money. Construction of the railway extension, visitor center, maintenance carhouse, and site facilities (2008 to 2010) cost \$6.1 million funded by state highway mitigation funds, state highway relocation funds, and about \$400,000 of museum money. The total cost was \$7.35 million. A recent story in *Railfan* and *Railroad* magazine erroneously reported that the project cost \$20 million.

The new museum complex consists of three closely spaced buildings. The visitor center includes offices, a large auditorium, gift shop, a small theater, exhibit space and restrooms. Accessible from the Visitor Center by an enclosed walkway is a three-track carhouse, referred to as the Street Car Hall. Beyond it is the three-track Maintenance Carhouse building. Between the two carhouses is a seventh track that accesses a storage/utility area behind the barns.

It's a beautiful facility, and many of the visiting ARM delegates were clearly envious. It offers considerably more space than the old complex of three detached buildings, which included a visitor center and two carhouses. Square footage has increased significantly. The new buildings are faced in brick and effectively emulate the style of many historic carhouses.

NCTM shut down for the 2009 season and took occupancy of the new site in February 2009. ARM visited in October 2010, too soon for many of the new exhibits to be completed. The





The Street Car Communities exhibit includes wall displays and a model streetcar layout. Photo courtesy National Capital Trolley Museum.

A car leaves the car barn area for a round trip on the demonstration railway.

Museum moved its primary exhibit Street Car Communities into the Main Hall of the new facility. Visitors learn about trolley communities along the routes which radiated from the Nation's Capital to Mt. Vernon, Fairfax, Glen Echo, Chevy Chase, Kensington, Rockville, Laurel, Baltimore and Annapolis. The Museum also relocated and expanded its O gauge layout which presents the Rock Creek Railway from Calvert Street Loop to Chevy Chase Lake. A new feature of the Main Hall is the exhibit Street Cars Go to the Movies. Panels along the theater entrance introduce visitors to Washington's movie palaces in the era of segregation and to the reality of using streetcars to travel to the movies. Featuring clips from four movies by

Harold Lloyd, the theater program demonstrates the use of streetcars as props in comedies and offers a glimpse into public transportation of the early twentieth century. Visitors observe streetcars operating in the midst of automobile and bus traffic in locations in Los Angeles and New York City where the films were produced. In Conduit Hall, a piece of DC Transit track that clearly demonstrates how the underground conduit power system worked (overhead wires were prohibited in the District of Columbia).

Street Car Communities will be the primary permanent exhibit and The Conduit Story will remain the second permanent exhibit, both with occasional tweaking. Additional temporary exhibits, like Trolleyman at Work, are

in the design stage now. Street Car Hall exhibits will change as cars are released from the car shop or removed from service on the railway.

Although the buildings appear finished, there are still some details to complete. Future plans call for paving the plaza streetcar loop and building an urban park inside it.

The new freeway caused the removal of the southern half of the demonstration railway. A new loop was built just north of the freeway. The old north loop was removed. There is a passing siding at this location, the mid-point of the line, making multiple-car operations possible. Beyond it the track climbs 47 feet on a steep grade before dropping 10 feet to reach the new car barn complex, which sits on a hill overlooking the old site. After passing the seven-track ladder leading to the carhouses, the line ends in the plaza loop at the visitor center. The roundtrip ride is a quarter mile longer than before (1.71 miles before, 1.96 now).

The Museum's collection includes 16 streetcars. Six of these are native to Washington, DC. Two were donated directly by D. C. Transit in 1970. The rest of the collection is notable for being international. There are cars from Belgium, England, Germany, Canada, and the Netherlands. One car, Third Avenue Railway System #678, was repatriated from Vienna, Austria and returned to its original New York appearance. The PCC car is well represented by three from Washington, DC, two from Toronto and one from The Hague.

Washington, DC and New York City outlawed overhead wires, so current was collected from underground conduits using a "plow" mounted on the car truck.





ARM attendees visited the Bowie Railroad Station Museum. Located along the Northeast Corridor, it features the Pennsylvania Rail Road Bowie depot and tower, as well as a wood caboose. Scott Becker photo.

Now that the relocation is largely complete, the Museum can again focus on streetcar restoration. Capital Traction Company deck-roof double-truck #27 (Kuhlman 1918) has been at Rail Technical Services for nine years. A conservation survey of Washington Railway and Electric Company 650 will be done in 2011. The restoration itself will be done by a contractor. Museum car shop staff anticipate restoring Capital Transit PCC #1430 on site.

Annual attendance at the old site averaged about 15,000 per year. Although the visitor center opened in January 2010, the demonstration railway was not operational until October, except for short rides around the plaza loop in front of the visitor center. Despite being only partially open in 2010, attendance reached 8600.

SELECTED SEMINARS FROM ARM 2010

StEPS—STANDARDS AND EXCELLENCE PROGRAM FOR HISTORY ORGANIZATIONS

Presenter: Ann Korzeniewski, AASLH

The Summer 2010 issue of RMQ was devoted mostly to the Pacific Locomotive Association's experience with the Museum Assessment Program (MAP), the evaluation study sponsored by the American Association of Museums (AAM). That issue received a number of positive comments, but your editor also heard from people who found the MAP process too daunting and too labor intensive. If all its findings are implemented, MAP can challenge a museum's entire culture,

and that frightens many away. There is an alternative, however.

The American Association for State and Local History (AASLH) specializes in smaller museums, while AAM tends to deal with larger institutions. AASLH offers a program called StEPS, short for Standards and Excellence Program for History Organizations. It has the same basic goal as MAP, but breaks museum assessment into smaller, more manageable pieces that can be addressed separately at the museum's convenience. In fact, they estimate five years to be typical to complete the process.

This from the AASLH website, "StEPs is a voluntary assessment program for small- and mid-sized history organizations. The program, created by AASLH with funding from the Institute of Museum and Library Services, encourages awareness and achievement of national standards. Organizations that enroll in this new self-paced, self-study program use assessment questions and performance indicators (Basic, Good, Better) to rate their policies and practices in six standards sections. Participating organizations can clearly identify their strengths and areas needing improvement, and begin taking steps to plan for positive change."

Whereas MAP requires a self assessment followed by an outside peer evaluation, StEPS is completely self-administered. Museums must apply for a MAP grant. StEPS requires only the payment of \$250 (\$150 for AASLH members) to purchase the 320-page StEPS workbook. The workbook is divided into these sections:

1. Mission, Vision and Governance
2. Audience



The Washington, DC Chapter NRHS hosted meetings between ARM, TRAIN and other organizations on their parlor car Dover Harbor at Washington Union Station.

3. Interpretation
4. Stewardship of Collections
5. Stewardship of Historic Structures and Landscapes
6. Management

Each section of the workbook includes:

Standards

Self-assessment questions

Performance indicators (Basic, Good, Better)

Unacceptable practices

A fictional case study with questions

Print and electronic resources

The speaker used the example of Stewardship of Collections. The standard for it would be: "The museum legally, ethically and effectively manages, documents, cares for and uses the collection." The self-assessment question would be: "Are there written procedures for acquiring, borrowing, and lending collection items?"

The performance indicators would be:

Basic

- a. The institution uses a written donor form for artifacts and archives items accepted into its collections.
- b. The institution uses a written loan agreement for each in-coming and out-going loan transaction that involves collection items.
- c. All loans are for a specified time period.

Good

- a. There are written procedures for acquiring, borrowing, and lending artifacts and archive items included in the collections policy.

Better

- a. The institution reviews and updates its procedures on a regular basis.

b. The institution requires condition reports for all in-coming and out-going loans.

Museums tend to be project oriented, and that is how the StEPs workbook is laid out. Project examples are:

Orientation manuals
Key policies
Job descriptions
Emergency plans
Cleaning and maintenance plans
Collections policy
Acid-free storage supplies
Environmental monitoring equipment
Exterior signage
Collections care training
Interpretive plans
Outside financial auditing

Over 160 museums have signed up for StEP, including four railroad museums:

Laupahoehoe Train Museum,
Laupahoehoe, HI
Brunswick Railroad Museum,
Brunswick, MD
Nevada Northern Railway Museum,
Ely, NV
Depot Museum, Henderson, TX

As museums successfully complete each section of the workbook, they receive certificates of completion that are publicized on the AASLH website.

For more information, including a recorded webinar, go to <http://www.aaslh.org/steps.htm>.

WRITING EFFECTIVE GRANTS

Most museums are not rolling in money. If things are going well, admissions, member dues, gift shop sales and small donations cover ongoing operating expenses, but not much more than that. When the big capital investment comes along—a new wing, a big exhibit, a major equipment restoration—other funding is needed. Museums switch into fund-raising mode, and hope that grants will fill most of the gap. Grants are the most tantalizing yet elusive of funding sources. Free money, yet hard to get.

Writing a good grant application is a sobering undertaking. Truthfully answering the standard questions asked by grantors requires you to really examine whether your project is worth funding. Try answering the following questions.

Do you do something important? Can you show the need? Can you show how your impact is significant? It may be important to you, but why would anyone else care about your project? Is there competition? If ten other museums doing the same type of project, maybe it's not worth funding. Can you provide a detailed description of your audience? Why this audience? Are there other audiences you expect to serve in the future?

Do you do it well? Are you accredited or qualified? Do you regularly evaluate? Do you continue to improve?

Do you make a difference? Can you describe your work in terms of benefits, not features? Can you explain the difference you make? Are you a smart investment? A safe one? Do you have your organizational house in order? Do you have qualified staff, board and consultants? Do you follow best museums practices? Do you have plans and policies in place? Do you have effective financial management plans in place? Are you a good partner? Do you manage projects effectively? Can you show you behave well in your own community? Can you demonstrate successful partnerships?

Look at this for a moment from the funder's point of view. The application deadline has passed. There's a pile of applications in front of you, considerably more than you can fund. You have to divide them into winners and losers. Further, you will probably choose to only partially fund some of them. It's no fun turning down needy organizations who are doing good work. Nonetheless, the decisions must be made, and often are made based on technical slipups. Here's a list of ways to avoid having your grant rejected out of hand.

Deadlines are not just suggestions, they are real. Get your application delivered in time or else.

Are you using the current application form? If not, that alone may disqualify you.

2+2=5? Check your math, spelling, proofread, review. If we have to find your mistakes, guess what we'll think of you?

Don't assume knowledge, explain like we are a stranger.

Is your project actually eligible, or is that wishful thinking on your part?

Less is more – would you want to read all this – times 70 other applications?

Good project, but bad photos doesn't help your cause.

Start Early, Start Early, Start Early! Too many applications are prepared at the last minute, and they look it.

REALITY CHECK: LONG- TERM SURVIVAL OF RAILROAD MUSEUM COLLECTIONS

Presenter: Dave Shackelford Chief Curator, B&O Railroad Museum

Can your museum support its entire rolling stock collection over the long run? Few museums can answer yes to that question. The B&O Museum has more resources than most, but we are taking a hard look at what should stay and what should go.

It starts with the collections policy.

Are there pieces in your collection that don't fit your mission? That's the first opportunity to downsize.

What are your objectives? How will you use the equipment?

Restoration Projects

At most museums, the pieces were acquired at the end of their useful lives. They are worn at best and may be badly deteriorated. Most need restoration, which takes time and is expensive. At B&O we estimate a backlog of 25-30 years and \$20-30 million to complete work on our class one objects. An average steam engine cosmetic restoration is \$250,000.

Faced with a known backlog of work, you need to know your limits. At B&O we have available

- 1 master metal worker
- 1 master carpenter
- 1 mechanic/ engineer
- 1 part-time track worker
- 1 part-time restorationist
- 5-10 volunteers

Our shop production is approximately two pieces a year of more intensive restoration projects (4-6 months to a year).

In addition to our collection of display pieces, we run a demonstration railway that includes:

- 4 Operating steam engines
- 7 Passenger cars
- 4 blue-carded operating diesels

Finally, we have an ongoing program of maintenance, weather-proofing and sealing cars located outside.

Deaccession

When the collections policy is applied, there will probably be some pieces that don't fit into the museum's future plans and have no chance at restoration. Deaccessioning or scrapping are the only options left. A museum's first priority should be to find a home for the piece where it will receive proper attention. With that end in mind, the B&O Museum deaccessioned the following pieces in September 2010. They can be viewed at www.rpca.com/pdfs/bomuseumdeaccessionlist.pdf.

B&O Baggage Car #463, MOW #X4408 (ACF 1914)

B&O bay window Caboose #C-1826 (built as a stock car by Haskell & Barker 1916, rebuilt as a caboose 1941)

C&O Boxcar #84563, converted to MOW camp car #X576 (ACF 1923)

B&O steel Boxcar #278366, converted to MOW #910530 (Baltimore Car & Foundry 1943)

B&O steel double door Boxcar #471244 (B&O Dubois Shops 1960)

B&O Troop sleeper/ Express car/ MOW camp car #1748 (Pullman 1943)

B&O MOW weed burner #WB-23
(Woolery Machine 1950)
B&O Crossover bridge car #XB-2
(B&O 1957), built from old tender
frame and flatcar to serve as bridge to
a loading dock.
Baltimore Gas & Electric Narrow
gauge wood coal hopper #8 (unknown
builder 1890)
Roofed flat Cars with seating (3)
(Pennsylvania Railroad 1959-1963)

Recommendations

Know your institution's goals and
objectives
Know your collection and how it fits
into achieving these goals
Have the system in place for making
critical collections decisions
Follow your policies!
Implement a basic maintenance
program
Prioritize your projects
Fund raise or find grant funding for
specific restoration projects to help
off-set costs: including staffing and
project hard costs
Consider partnerships and alternative
win-win solutions
Deaccession carefully!

EMERGENCY PREPAREDNESS PLANNING

Presenter: Eric Madison,
National Capital Trolley Museum

Get ready, because bad things
happen. At some point, the chances are
good that some sort of emergency will
occur at your museum or tourist
railroad. Will you be ready to respond
to it? Will you be able to minimize the
damage and cost? Will you be able to
recover quickly and return to normal
operations? There are limits to what you
can control, but proper emergency
planning can minimize the bad things.

Let's take a routine service
interruption that falls far short of being
a disaster, but is still a disruption that
has the potential to require medical
attention. A streetcar or train is running
on your railroad and breaks down for
some reason. Immediate repairs aren't
possible, so the train can't move. The
weather is hot. It's a long walk back to
the starting point, or maybe it's too far
to walk. There are passengers with
mobility limitations who can't even get
off the train. Radio communications are
inconsistent. What do you do?

Now imagine something much
worse. The museum floods, or there is a
fire. The track washes out. The train
derails and overturns. The train hits a
car at a grade crossing. A tornado
removes the car house roof. A
passenger has a heart attack. Are you
ready for any of these?

You need an emergency plan, to
protect your visitors, staff, collections
and facilities. Beyond that you need it
to reduce the risk of litigation, and to

educate first responders.

There are four phases to emergency
preparedness:

Planning
Response
Recovery
Restoration

PLANNING

Planning includes the documents
you probably already have that dictate
operational policies and procedures.
The old saying that the railroad rule
book was written in blood is true. So
many of the rules were created in
response to past accidents and injuries.
The first step in emergency
preparedness is to review your
operating rules and procedures to see if
they are adequate to prevent
emergencies if properly followed.

The next step is to make sure those
rules are not ignored. Even if all the
normal rules are in effect and enforced,
more is needed to prepare for
emergencies, an Emergency
Preparedness Manual.

Next comes hazard assessment
planning. Hazards are assessed first in
terms of severity:

1. Catastrophic
2. Critical
3. Marginal
4. Negligible

Hazards are then rated by
frequency of occurrence:

Frequent
Probable
Occasional
Remote
Improbable

From these measurements one can
construct a Hazard Resolution Matrix
that combines severity with frequency.

Having identified potential hazards
and preventative measures, the next step
in the planning process is training. Your
employees and/or volunteers must be as
well versed in the potential hazards as
your management, because their actions
are the proof of the pudding. However,
internal training alone is not enough.
Bring in the first responders, the police
and fire fighters, so they know what
you're doing and are familiar with your
operations and physical plant.

The final essential component of
emergency planning is media
management. Determine in advance
who is authorized to talk to the media.
Controlling the media response can
prevent wrong information from getting
out. It can reduce future claim exposure
and it can reassure the public that an
accident wasn't the result of neglect or
shoddy management on your part.

INCIDENT RESPONSE

If an incident happens, it is usually
necessary to evacuate passengers and
staff. The planning process should
determine how to do that, and what

backup systems are required. If there is
a bus to be chartered, has that
arrangement been worked out in
advance? If a backup locomotive, train
or streetcar is needed, has it been
designated and is it ready to go?

Once people are evacuated, where
should they be taken? A place with
shelter, water and power should be
designated in advance.

Any incident response requires
good communication. Radios should be
working and tested for reception
everywhere along the line. Since radios
may not always be available, staff
carrying cel phones should leave their
numbers at the sign-in location.

RECOVERY

Once the immediate threat to life
and property has passed, the recovery
stage begins. Damage must be assessed
and an estimate made of the resources
needed to remove crippled equipment
and make repairs. There will be reports
to file with the insurance company and
perhaps government agencies.

It must be determined when it will
be feasible to restore normal operations.
This may require trial runs first.
Depending on the severity of the
incident, it may need to be explained to
your staff and the public, along with
notifications of service interruption and
service resumption.

RESTORATION OF SERVICE

Once service is restored, it's time
to revisit the emergency plan to see
what worked and what didn't, and the
plan should be modified accordingly.
There should be an after-action report
that documents the incident and the
response to it. This should include an
accounting of the cost. It may be
important to communicate some of
these findings with the public, although
this should be done carefully to avoid
admitting to liability. To avoid further
incidents, another round of training is
probably needed.

RESOURCES

Volpe National Transportation
Systems Center. Critical Incident
Management Guidelines. April 17, 1998

U.S. Department of Transportation:
Research and Special Programs
Administration. The Public
Transportation System Security and
Emergency Preparedness Planning
Guide. Washington, D.C. Government
Printing Office. 2003

U.S. Department of Transportation:
Research and Special Programs
Administration. Hazard Analysis
Guidelines For Transit Projects. John A.
Volpe National Transportation Systems
Center, Cambridge, MA 02142-1093.

Department of Defense. Standard
Practice for System Safety. MIL-STD-
882D, February 10, 2000.

BEARING TEMPERATURES

By Donald Curry,
Seashore Trolley Museum

Inexpensive (under \$100) infra-red non-contact digital thermometers make it so easy to take bearing temperatures that it is now our regular practice to take the temperatures of all truck (journal) and motor (armature and axle) bearings during operation. It's not just the temperature but the rise that's important. The temperature of some bearings doesn't change at all and others rise very rapidly, indicating trouble.

Examples:

Wheeling curved-side streetcar #639—On two test trips we ran the car as fast as possible non-stop to maximize any problems. Starting temp was 75 degrees. By the end of the run, temps ranged from 91 to 132 degrees, with the left-hand journal on axle number 4 being the highest. Bluing was used to indicate high spots in the Babbitt, the bearing contour was corrected, and on the next test run the temperature rise was only minor.

Connecticut open car #303—On two different days, two different test journals on axle number 3 rose 8 and 21

degrees above the lowest temperatures. A check of one bearing indicated the Babbitt metal was beginning to disintegrate. The motor armature bearings had a 15-degree spread from coolest to warmest with the latter being only 99 degrees, nothing to be concerned about.

Dallas streetcar #434—Journal temperatures ranged from 85 to 108 degrees. Some pieces of babbitt had been found in some journal boxes so we decided to examine the bearing condition of each, something we hadn't done except in truck overhauls. We found in three of the eight that the Babbitt was either detached (unsoldered) from the shell or had squeezed out around the axle. We did find in all eight that the bearings had worn longitudinally between 3/8 and half an inch. Specifications call for 1/16 inch space between the bearing and the ends of the journal. This means the axles can wander from side to side, exaggerating any mis-alignment of the trails. So we have pulled the car from service and plan to re-babbitt all the journal bearings.

One caution when using the thermometer. Internal heat can take awhile to be readable at the surface. We had just installed two overhauled traction motors in our Chicago streetcar #225 and wanted to make sure the

motor axle bearings weren't too tight. As we got further out the line we noticed squeals of a hot bearing although the temperature we measured with the heat gun didn't indicate a significant rise. We quickly got the car back on the pit and actually put our hand on the bearing housings in question. Now we could feel the heat--175 degrees and climbing. The problem was these motors were of the heavy over-built style and it took time for the heat to work its way down the heavy axle or through the massive motor axle bearing cap.

The biggest lesson learned was never mix up motor bearings and/or their halves.

Number them and the relevant parts of the motor so things go back from whence they came.

HERITAGE RAILNEWS

Alco-Brooks Railroad Display Dunkirk, NY

Baltimore & Ohio 0-6-0 #1190 (Alco Brooks 1904) has been acquired from the Mad River & NKP Museum in Bellevue, Ohio, where it had been displayed since 1979. The engine joins Boston & Maine 0-6-0 #444 (Alco Brooks 1916) and vintage freight cars on display at the Chautauqua County Fairgrounds in Dunkirk.

Colorado Railroad Museum Golden, CO

A summary of 2010 accomplishments:

Another year of record attendance

The Rio Grande Southern wood business car Rico restoration was operationally completed.

The CB&Q caboose was completed, remodeled as an event venue complete with appropriate interior, forced air heat and historically proper exterior.

Much progress was made on the kitchen car project. The car now has truss rods, rebuilt trucks, couplers and draft gear, as well as a new roof and cupola.

Castings for building 2 sets of passenger car trucks were completed.

Cosmetic restoration of two of the exhibit speeders (motorcars) was completed.

Union Pacific steam locomotive 0-6-0 No.4455 received paint, lettering and details. Bids were prepared for the installation of a new boiler jacket, and material purchased to begin the reconstruction of the cab windows and doors.

The UP coach received lettering, and the restoration of the interior window blinds is ongoing.

Began cosmetic restoration of narrow gauge 2-8-0 locomotive No.318.

There were many small repair, maintenance and restoration projects, such as repainting the exterior and refinishing the interior of the Tahoe Car; repairs and paint (again) on coaches No.280 and No.284; repairs and paint on RPO No. 60; application of linseed oil on several gondolas in preparation for painting; repairs and paint on the excursion cars prior to the Thomas event; maintenance and operation of No. 346; maintenance and operation of Shay No.12; repainting, maintenance and operation of 2-8-0 No.40.

New Railfriends e-newsletter to inform Museum Volunteers.

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Exporail in St. Constant, Quebec, has acquired this model Canadian National GP9 for its miniature railroad. Exporail photo.

30+ new volunteers have become active since the beginning of 2010
Completed American Association of Museums Museum Assessment Program (MAP) including site visit in order to identify collection management strengths and weaknesses.

Two new books published: Annual No. 30 - Age of the Decapods, and Denver Street Railways Vol. III.

Connecticut Trolley Museum East Windsor, CT

The museum has acquired a Bangor & Aroostook side-door wood caboose. It was formerly part of the Mansfield Depot Restaurant in Mansfield, CT.

Cumbres & Toltec Scenic Railroad Chama, CO

Colorado Governor Bill Ritter has

allocated \$95,000 to repair the fire-damaged Lobato Trestle. With this allocation, there appears to be sufficient money to complete the repairs.

Erie Lackawanna Dining Car Preservation Society, Scranton, PA

The society has acquired Lackawanna dining car #469 (Budd 1949). The car was built for the Phoebe Snow streamliner. Subsequent owners were the James Strates Show in 1970, Butterworth Tours in 1975, Morrison-Knudson in 1978, Memphis Transportation Museum in the 1980s and the Tennessean Dinner Train in 2007. The car is operational and in good condition.

The society has also acquired three Comet I commuter coaches (Pullman-Standard 1971) from New Jersey Transit.

Exporail, St. Constant, QU

During 2010, Exporail carried out a \$1.3 million capital improvement project called Plan B. Hays Station has received all new windows and doors, new floors, is fully climate controlled to today's archival standards and has been brought up to code. The second floor has been made into exhibition space permitting the installation of the Wellington Tower train control panels and the display of more artifacts for

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The Friends of the Cumbres & Toltec have completed the multi-year restoration of Rio Grande narrow gauge caboose #0503. Friends of the C&TS photo.

public viewing. A new large viewing window has been installed on the second floor giving visitors a view of the turntable and yards.

Building 5 has received new doors and a resealed aluminum roof. Additional lighting has been installed along with new stairways and interpretive signs for each piece of equipment on display. There are new station gardens in front of the Angus Pavilion, Hays Station and Delson Station.

Maritime Railway 4-6-0 #5 (Pittsburgh 1896) has been cosmetically restored and is on display inside the Angus pavilion.

Exporail has taken delivery of a model Canadian National GP9 locomotive for use on its outdoor miniature railway.

Folsom, El Dorado & Sacramento Historical Railroad, Folsom, CA

The Pacific Locomotive Association has donated a Burro Crane Model 30 (Cullen-Friestedt 1944). The track-mounted crane can lift 15,000 pounds and is operational.

Fort Steele Steam Railway Fort Steele, BC

Two pieces of British history are returning home from Canada. The railway has sold Highland Railway 0-4-4-T #397 Dunrobin (Sharp-Stewart 1895) and Highland Railway 4-wheel coach #58A (Highland 1909) to the Beamish Museum in the UK. The engine was built for the Duke of Sutherland, a Highland Railway director, to haul his private train. Famous figures rode its footplate, including King Edward VII, King George V, King George VI, King Alfonso of Spain, Kaiser Wilhelm II and Winston Churchill. It was kept in a

shed at his Dunrobin Castle, along with #58A. Fort Steele is also sending double truck British Railways coach #E3733 (BR Derby Works 1954) to the Scottish Railway Museum.

Fort Wayne Railroad Historical Society, Fort Wayne, IN

Norfolk Southern has donated former Nickel Plate SD9 locomotive #358 (EMD 1957). It was retired in 2007 as NS #57 and is currently not operational.

Fraser Valley Heritage Rail Society Surrey, BC

The Surrey city council has approved plans to relocate the Society's car barn to a new home in Cloverdale, a few miles east of the existing site. The restoration of British Columbia Electric interurban #1225 is expected to be completed in 2011. The new three-car

barn would be twice the size of the present barn and would be connected to the Southern Railway of British Columbia (the former BC Electric) by a new rail spur. The city will front the \$2.9 million to buy the land and build the new car barn and related facilities. The current site will revert to city park land.

Friends of the East Broad Top

Here's an edited recap of the Friends 2010 activities, reprinted from its newsletter. "In Rockhill Furnace, FEBT volunteers working on the boiler house removed from below the damaged rafters and roof from three sides of the boiler house roof. The supporting framework for the ventilation cupola was repaired, too, as new rafters, subroofing and metal roofing were installed. The last roof panel will be replaced in 2011.

The FEBT volunteers repairing the exterior walls and windows of the main shop complex ran into unexpected difficulties this year when they started work on the southern portion of the west wall of the locomotive shop. Severe deterioration to the sills and posts supporting this section of wall required immediate reinforcement. These repairs restore structural integrity to this portion of the building. Repairs to the windows in this section of the main shop continued in 2010, despite the need to undertake the unanticipated structural repairs. Work on the south end of the building will continue next year (2011). Meanwhile, work at the locomotive coaling tipple at the south end of the Rockhill Furnace yard advanced with installation of a new metal roof over the concrete coal bin.

FEBT volunteers began restoration of EBT steel boxcar #174, focusing on replacing the car's wood frame roofing and subroofing."



The Fort Smith Trolley Museum owns Frisco 2-8-2 #4003 (Alco 1919), which it decorated with lights for the holidays. Fort Smith Trolley Museum photo.

Friends of the 261

This detailed update on Milwaukee Road 4-8-4 #261 is reprinted with permission from Northern Lines, the Friends' newsletter.

"Boiler work on Milwaukee Road 4-8-4 No. 261 is progressing with a goal of having the work completed by the end of 2010. Steve Sandberg, chief operating officer of the Friends of the 261 and North Star Rail, said that "significant progress" has been made in the rebuild work that will result in 261 operating again.

Boiler work on the 261 is relatively straightforward – it simply takes hard work and long hours to get the job done. The locomotive has a modern boiler, which as steam locomotives go has seen relatively little service – the boiler was in use from 1944 to 1954 and in excursion service from 1993 to 2008. Advances in boiler technology by the 1940s give 261 a huge advantage over other restored steam engines. Comparing, for example, Soo 4-6-2 No. 2719 in Duluth, built in 1923, and 261, built in 1944, the technology of the boilers is completely different, even though both engines were built by Alco.

Sandberg said the ultrasound inspection of the boiler shell is complete and the boiler looks good – in all areas the boilerplates are thicker than the original specifications. This is due to the fact that in the 1940s, when the boiler was manufactured, boiler manufacturers erred on the side of rolling the steel a bit thicker than specifications called for. For example, a builder's spec may have called for a one 1-inch thick boiler plate, but the manufacturer would roll the plate slightly larger, maybe 1.15 inches. If the manufacturer had rolled the steel thinner than one inch, it would have to be scrapped and the work would have to be done over, so steel makers always rolled steam locomotive boilers slightly thicker than what was called for – and that's what was found on 261.

One of the big jobs on the boiler is the flexible staybolts, which hold the firebox in place in the boiler as it is surrounded by water. There are three parts to the flexible staybolt inspection process. There are the bolts themselves, which are screwed into the firebox. These flexible staybolts allow the firebox to expand and contract as the temperature rises and falls. The bolt head rests in a staybolt sleeve, which is on the exterior of the firebox. On top of the sleeve is a staybolt cap that prevents steam from escaping the water portion around the firebox. All 3,000 flexible staybolt caps were removed, inspected and replaced as needed. Crews also replaced 50 to 60 flexible staybolt sleeves on the boiler that had rusted or were damaged, but only two of the



The Museum of Transportation in St. Louis has restored Missouri Pacific observation car #750 (ACF 1940) inside and out. MOT photo.



actual staybolts were found to have broken and needed replacement. Also replaced were about 30 wasted boiler studs. The studs are used to hold appliances such as the dynamo in place on the outer boiler shell. The boiler

itself has been sandblasted and a special epoxy paint that can withstand high temperatures was applied to both the interior and exterior of the boiler. The process of reinstalling appliances and other items on the boiler exterior has



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already begun.

According to Steve Sandberg, in the days of steam wheels had to be turned or "trued" about every 100,000 miles. Why? One factor is the simple wear of the wheels on the rail. Another is wheel wear caused by the tremendous thrust coming from the piston and main rod to the wheels. Over time, this great force causes the driving wheels to wear unevenly, and instead of being round, they become "egg shaped." Once the wheels are out of round, the wear compounds and accelerates. Sandberg likened it to have the wheels on your automobile out of balance. The tires wear unevenly, and the damage spreads to the automobile's brakes, alignment, etc. Eventually the machine, be it a car or a steam locomotive, can tear itself apart unless the wear is stopped. In the case of the 261, as nearly as can be determined the wheels were last turned in 1952. The engine then ran into 1954 when it was retired. Approximately 30,000 to 35,000 miles have been put on 261 since the last rebuilding in 1993, so it is estimated the locomotive was close to the 100,000-mile mark on its driving wheels when it last operated in 2008.

Using a special measuring device called a Pi Tape, the restoration crew has measured each of the driving wheels circumference and diameter, and was able to determine that the main driver is roughly 1/8 of an inch smaller than the other drivers. To get the wheels back into round, they have been shipped to a local machine shop near the Minneapolis Junction Shop. Because a local shop has been found for this highly technical work, it will save approximately \$10,000 to \$20,000 that would have been paid to ship the wheels by truck to a shop outside Minnesota. The last week of October saw the first of 261's driving wheels delivered for turning the tires. That

work is expected to take at least until spring 2011."

Great Smoky Mountains Railroad Bryson City, NC

The railroad has acquired a Swedish 4-6-0 built in 1913, nine coaches and a Budd RDC-1 from the Belfast and Moosehead Lake Railroad Preservation Society in Unity, Maine.

Greenville (South Carolina) Chapter NRHS

The chapter has opened the Hub City Railroad Museum in the 1905 Spartanburg, SC Southern depot. The museum occupies the former baggage room. Amtrak still uses the waiting room and the Spartanburg Convention and Visitors Bureau is also a building tenant.

Halton County Radial Railway Milton, ON

September 11, 2010 saw the grand opening of the Sir Adam Beck Centre, otherwise known as Car barn 4. In anticipation of the event, museum volunteers engaged in a major site cleanup that netted 180,000 pounds of steel and other metal, worth over \$50,000.

The rehab of Canadian Pacific caboose #437123 is complete. The car is being chartered for private parties and other premium fare service.

Illinois Railway Museum, Union, IL

Chicago Burlington & Quincy California Zephyr dome car Silver Pony (Budd 1948) has arrived at the museum.

Monticello Railway Museum Monticello, IL

The museum has acquired Wabasha lightweight coach #1420 from the Roanoke Chapter NRHS. The car was built for the Boston & Maine and was later sold to the Wabash.

Museum of Transportation St. Louis, MO

The museum expects to begin construction on a new visitors' center in March 2011. The building will feature exhibition, programming, retail, and dining facilities in approximately 11,000 square feet of space. Opening is anticipated around January 1, 2012.

Grading is being finished for an extension of the streetcar loop that will serve a station located on the second floor mezzanine level of the Earl C. Lindburg Automobile Center. St. Louis County Department of Parks and Recreation grading crew, museum volunteers and staff will construct the extension.



Saved from a post-retirement fate as a Chinese restaurant, Canadian Pacific office car Alberta has been restored and is now displayed in the West Coast Railway Association's new roundhouse in Squamish, BC. WCRA photo.

**New York Museum of
Transportation, West Henrietta, NY**

Recently the museum lost its water supply and had to drill a well to bring water to its restrooms. Under federal law, this made them a "public water supplier", triggering additional requirements, including installation of a chlorination system and water testing on all days they are open to the public. Chlorination involves a chlorine solution tank, an injection pump that is actuated automatically when the well pump runs, and two 120-gallon retention tanks to provide dwell time for the chlorine to work before it arrives at the sinks. The building housing the system much be heated to avoid winter freezing. The daily water tests must be recorded and submitted monthly to the county health department.

**Niagara Railway Museum
Fort Erie, ON**

The museum has moved into the former Canadian National diesel shop in Fort Erie, ON. Two tracks have been installed in the building, along with a small amount outside. There isn't a rail connection yet. The building had been vacant for years and was vandalized. The group is working to secure the building. Three pieces of rolling stock have been trucked to the site and moved indoors.

**Orange Empire Railway Museum
Perris, CA**

The Ward Kimball photo collection has been donated to the museum. It includes about 1500 black and white prints and 500 negatives, some of which date to the Civil War.

Penn DOT grants

The Pennsylvania Department of Transportation (PennDOT) provides annual freight rail grants. In 2010 they distributed \$32.5 million to help fund 38 freight-rail projects in 28 counties. The funding comes from state capital bond dollars approved in the general fund budget. This year two of the awards will have the byproduct of helping tourist railways. Grant awards include \$1 million to the Strasburg Rail Road to construct and rehabilitate track, and rehab a rail bridge. The Wellsboro & Corning Railway, which runs the Tioga Central tourist trains on its line, will receive \$700,000 to reconstruct track and turnouts, install ties and surface track.

**Railroad Museum of Long Island
Riverhead, NY**

The museum has acquired the Long Island Rail Road's GP-38-2 locomotive simulator. GP-38s have been retired from the roster, so the simulator is surplus. The railroad retains simulators for its DE30 and MP-15 locomotives, as

well as its M-7 MU cars..

**Railroad Museum of New England
Thomaston, CT**

The Connecticut Department of Transportation has donated F7ms #6690 and 6692. The locomotives were built by EMD for the Southern Pacific, and went to the Wellsville, Addison and Galetton upon their initial retirement. The Port Authority of Allegheny County rebuilt them for Pittsburgh commuter service, and eventually sold them to CDoT, which painted them in the New Haven "McGinnis" colors. They have been stored unserviceable since 2001.

**Railroad Museum of Virginia
Portsmouth, VA**

This new museum is anticipated to open by summer 2011. It features a Norfolk & Western 4-8-0 that was one of the "lost engines" that spent decades in a Roanoke scrap yard. The engine has been cosmetically restored. Also on display are two Norfolk & Western mail cars, a Wabash dining car and a Norfolk Southern caboose.

**Smiths Falls Railway Museum
Smiths Falls, ON**

The museum has acquired Canadian National snowplow #55400 (National Steel Car 1935).

**Steam Railroad Institute
Owosso, MI**

The Institute now owns the land it sits on outright, following a final

payment of \$46,232 on the \$300,000 land contract for seven acres.

Pere Marquette 2-8-4 #1225 needs its federally required 15-year rebuild, which will cost \$600,000. A federal grant has been secured to cover \$347,000, on the condition that SRI contributes \$280,000 in matching funds. To date, \$120,000 in matching funds has been raised.

**Southeastern Railway Museum
Duluth, GA**

The museum has hired an education coordinator, who has implemented a series of children's programs aimed at public and private schools, preschools, home school groups, moms groups, and scout groups. All include a hands-on experience with artifacts, and most include a train ride and program-specific tour. All programs are \$7 per student. For further information, contact Beth Kovach, at education@southeasternrailwaymuseum.org.

**West Coast Railway Association
Squamish, BC**

The restoration of Canadian Pacific business car Alberta (CP Angus Shops 1929) is complete and the car was dedicated on January 11. The car was retired in the 1960s and became a restaurant in Vancouver. It was still mounted on its trucks, but had a hole in one side plus the installation of a kitchen that had to be removed.

The association has raised \$1.1 million in 2010.

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WHAT WOMEN WANT (IN A MUSEUM OR TOURIST RAILWAY)

By Becky Morgan

*Reprinted from RyPN.org
Interchange*

In the excellent thread about minorities, I mentioned other factors that made me decide whether or not to take our young son to an attraction/museum/event. Here's my list. Not all of this was conscious; women tend to judge without explaining why, but if you ask, we can quantify what we're looking for:

1. Is the area safe? Men sometimes underestimate this. I know there are a lot of great trains around Stockton Tower. My going there alone, however, especially with a small child in tow, would have been begging for trouble of some kind. Safety from assault or other crime may not be the first thought in my mind, but it's always there in an unfamiliar area, much more so than it is to most men. This is doubly true with a child in tow. If I'm in an area where women and children are on the street, I know it's probably relatively safe. If I'm the only woman in sight, it may not be. If there are no older men around, and all of the men who are out are teenagers or college aged, it most likely isn't.

2. The cleaner the facility, the more

attractive it will be to families. It doesn't have to be as spotless as Disneyland, and if you ask me soot doesn't count as dirt and coal smoke is perfume. Are eating areas clean enough to make you use them? The vending machine may have picked up an interesting patina of diesel fuel on the outside, but is the stuff inside reasonably fresh, like acquired after Bill Clinton's presidency? Would a snack bar pass a surprise health inspection by a not too picky inspector?

3. Bathrooms are of little concern to male railfans. Anatomical necessity makes it a tad more important to women. Families have even more trouble in this vein. Real bathrooms, rather than porta-johns, are best. CLEAN real bathrooms are even better. Now mind, the paint can be old and the floors bare concrete; nobody's asking for flowers on the sinks and fancy wallpaper, but is there running water, are there paper towels, are the stall floors free of needles, used...uh, stuff, and other things that would be considered unhealthy?

4. Is there any way for people who use wheelchairs, crutches and canes to get around? It isn't always possible, and most of us who use mobility aids understand that, but it's a nice touch if you can manage. We saw a man about to ask for a refund on tickets he'd bought way ahead at a event once. A family member in a wheelchair had come along unexpectedly, and they didn't want to leave her out. He was absolutely thrilled to find they had a wheelchair lift. Back in my cane-using days I was about to climb a good-sized flight of stairs when an alert staffer politely asked me if I'd like to use the elevator since he was taking some stuff up. Yes, thank you! Most of us don't like to cause a fuss, but if you offer help, by golly we'll take it--and it speeds things up for fully able people behind us.

5. If someone on your staff is especially good with kids, it's good to have them in the jobs, and on the shifts, where you expect contact with children. Not everyone is socially adept, and I don't think we should all have to be, but

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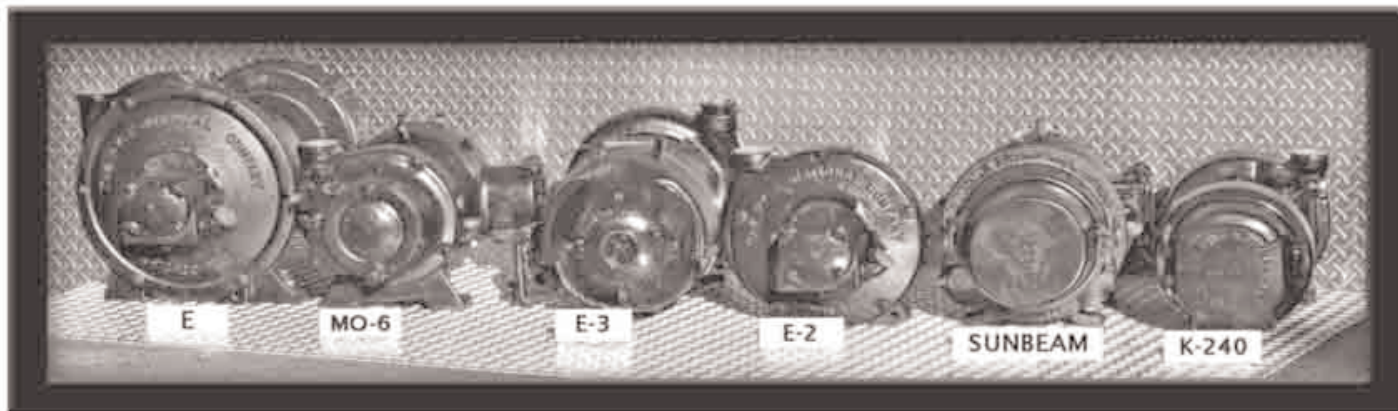
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RAILWAY HERITAGE PLANNING CALENDAR

Compiled by the NRHS

March 11, 2011: NRHS and Railfan & Railroad Magazine Pizza Party
Location: Stockton, CA
Event Type: Pizza & Show
For more information contact Jeff Smith at bulletin@nrhs.com or Steve Barry: steveb@railfan.com
Event Status is planned.

March 12, 2011: Winterrail 2011
Location: Stockton, CA
Event Type: Meeting
For more information:
www.winterrail.com
Event status is firm.

March 12, 2011: Winchester Chapter, NRHS - Annual Banquet
Event Type: Banquet
Event status is planned.

March 25 - 26, 2011: Joint Spring Meeting of the Association of Railway Museums (ARM) & the Tourist

Railway Association (TRAIN)
Location: French Lick, IN
Event Type: Meeting
There will be separate ARM and TRAIN Board Meetings, as well as combined meetings to discuss future cooperation between the two organizations.
Event status is firm.

March 27, 2011: 2nd Annual John H. White Junior Conference on Railway Heritage
Location: French Lick, IN
Event Type: Meeting
Hosted by the Indiana Railway Museum
Event status is firm.

April 2, 2011: Cotton Belt Rail Historical Society Railroadiana Show & Sale at the Arkansas Railroad Museum
Location: Pine Bluff, AR
Event Type: Show and Sale
For more information contact: Elizabeth Gaines (870) 535-8819; website: www.arkrailroadmuseum.com
For information via email, contact arkrrmus@yahoo.com - please enter "Train Show 2011" in the email subject line.
Event Status is firm.

April 3, 2011: White Water Valley Railroad - All Caboose Excursion
Location: Connersville, IN
Event Type: Caboose Excursion - Seven cabooses, total seating 63

passengers. Photo stops included.
Departs 9:00am, returns by 5:30pm
Cost: \$29. No one under age 16 permitted.
Meal at Laurel Inn (NOT Included in price)
Event Status is firm.

April 15 - 17, 2011: NRHS Spring Conference
Location: Champaign/Urbana, IL
Event Type: Meeting
Event Status is firm.

April 15 - 17, 2011: Center for Railroad Photography & Art 2011 Annual Conference
Location: TBD
Event Type: Conference
Event Status is planned.

April 16, 2011: Chicago and Eastern Illinois Historical Society
Location: Danville, IL - Danville Area Community College
Event Type: Spring Meeting 2011
For more information, visit: www.ceihs.org
Date is firm; planning still in progress

May 12 - 14, 2011: Pennsylvania Railroad Technical & Historical Society Annual Meeting
Location: Columbus, OH
Event Type: Annual Meeting
Contact information: www.prrths.com
Event Status is firm.

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