

The *EAST COAST CHAMPION*

April 2004

PRESIDENT'S MEMO TO STOCKHOLDERS

There was a bar in Syracuse and a GOOD one too that served drinks for 25 cents (doubles were 35 cents). It was 1964, or so, when I had just placed on the firemans' extra list in Syracuse, NY on the former DL&W side in order to get some road work and learn the road from Binghamton to Syracuse & Oswego. When I got to the Syracuse engine house, I asked the roundhouse foreman, Mr. Courtney, where was a good place to get a meal. He directed me to SULLIVAN'S BAR & GRILL on South Salina Street just South of where the DL&W trestle crosses over the road. There is a fork in the road there and Sullivan's is at that spot. Courtney made some comment to the effect that 'This is where all the railroad pensioners and college kids eat'.

Sounded good to me, so off I went. The bar wasn't too far from the University and had a huge horseshoe bar and tables along the wall in the main part as well as a small dining room off to one side. The horseshoe bar featured a large chalkboard with daily specials marked up. Examples....Large Roast Beef sandwich-35c, Large Ham Sandwich-35c, Roast Turkey Platter-95c. I usually got the Turkey platter which came with big chunks of turkey meat (NOT one of these pressed meat things but real turkey), mashed potatoes and gravy, dressing, veggie, and cranberry sauce and rolls. THAT was a meal to fill you up – especially after struggling over the road all night and most of the morning down to Binghamton and back with one of the 2 daily roundtrips the railroad ran then.

There was usually quite a crowd in this place and with the prices, I could see why. I mean even for the early 60s, the food and booze was really cheap. I never tried the bar whiskey, at that price I wasn't sure of the quality or whether you'd go blind after drinking it.

Last time I was in this place was in 1969 or 70. I'd been dating a co-ed from the University and we went there for lunch – I thought it'd add a little color to her life. She really got a kick out of it, saying, "I had no Idea old-fashioned places like this still existed." If any of the guys reading this live up that way, I'd be interested to know if it still is in business.

Regards,
Walter E. Smith

MINUTES FROM THE MARCH 2004 MEETING

Chapter President Walt Smith called the meeting to order at 7:07 PM on March 8, 2004.

Treasurer's Report – Bob Selle gave the Treasurer's report. Jim Gillin moved to accept the report. Jerry Sheehan seconded the motion that passed.

Approval of Minutes – President Smith called for additions or corrections to the February minutes. None were offered. Jerry Sheehan moved to approve the minutes. The motion was seconded by Chuck Beckner, which passed.

Old Business – The proposed slide presentation discussed again. A volunteer is needed to arrange the slides into a coherent presentation. Recapping, Walt Smith has volunteered to prepare narration for the presentation. Walt and Dick Alkus have also volunteered slides for the program.

New Business – Tom Hammond reported that there would be a national director's meeting in Altoona Pa on April 3. There will be tours in conjunction with the meeting on April 2nd and 3rd. Tom will not be attending and asked the members present if anyone care to represent the chapter.

Reports and Announcements –

- Hal Greenlee: Indicated that the FEC track work going on along US 1 near 528 is a realignment to permit an entrance off US 1 to the new Wal-Mart.
- Dick Alkus reported that FEC engineers have been ordered to report suspicious people on or near the railroad taking photos. John Struckman indicated that he had seen the same warning on the FEC discussion group on the Internet.

Raffle – Two prizes were raffled: The book *Bridges* by Plowden donated by Walt Smith and a Union Pacific Calendar donated by Bob Snowden. The winner was John Struckman.

The Program, a video “World’s Greatest Train Ride Videos – Scotland & Wales” followed..

ELECTRONIC NOTEPAD

by Dave Klein

Hello out there! Apparently there was a problem with the floppy disk that I sent to Jim a few months ago; I could have just sent a copy for March, but would have compressed my schedule of writing these things for the “even-numbered months”. So, I’ll try to get back on track (good, eh?) by updating the missed Notepad and continue on. As this is still my first Notepad for the New Year, let me belatedly say that I hope you all had a good holiday season and Santa was good to you and yours. Santa left me a few more Corgi PCC models, but he still stiffs me my Lamborghini; hey, I’ll take a Toyota Prius or whatever electric car Detroit decides to build.

It looks like 2004 will be a good year for electric railways. From my friends in *The Electric Railway Clubs of Florida* comes info summarizing the news: Houston started their Light Rail system. Seattle started construction of their Light Rail system. Canal Street in New Orleans will see streetcars again in the next few months; testing of the new cars on the line is taking place as we speak. The AirTrain into New York’s JFK airport has started operations. Minneapolis’ Light Rail system is scheduled to open this month (April). The last map of their system that I saw doesn’t show it coming near that city’s trolley museum by Lake Harriet, but some day I’m sure they’ll see some fantrip operations, if feasible.

To further catch up with some of my ramblings of the past few months, comes word from the ERCF that some of the now surplus PCC’s in Newark will be sold to San Francisco to be used on their F Line. They will be furnished with ADA wheelchair lifts, a front trolley pole, and re-enabling their back-up controllers for shop moves. Repainting the cars in the color schemes of former PCC cities will probably continue. New York City will hold onto a number of the “Redbird” subway cars. A few will be taken to the MTA’s transit museum and a set of six will be refurbished for “movie service” similar to Chicago. Tampa’s single-truck Birney car now has the parts to fix its’ brakes; it could not carry paying passengers without brakes. Good idea. Would you believe that they found two more Tampa single-truck Birney bodies? The cars were last used in St. Petersburg. The \$500 million indemnity insurance required by CSX was reduced to \$100 million and the CSX crossing guards will be replaced with a video system under control by personnel at the TECO car barn about a block away. Ridership on the Tampa system has exceeded predictions, but the critics are complaining that the farebox doesn’t cover costs, requiring subsidies. Duh! There isn’t a transit system that doesn’t require taxpayer support; of course, airports and highways are self-supporting, right?

I see that a group has been selected for the high-speed train that has been mandated by Florida law. The visit by the Bombardier Turbo unit a few weeks before probably sealed the deal. Both Fluor and Bombardier have good track records (sorry again) in the rail construction field and could deliver, but wait until the actual routes are surveyed and the real costs are known. The losers in the bidding, Global Rail Consortium from Korea, are protesting the award and is delaying the start of construction. The ERCF also reports that Tri-Rail is operating the Colorado DMU (Diesel Multiple Unit) between MIA and Magnolia Park as Trains P608 and P613. Hey, they may not be electric, but this is the foot in the door.

Now here’s a system that is being touted for the future and the citizens don’t complain about the costs: a new mag-lev train is being tested in Japan and has hit a new speed record. According to the IEEE publication *Spectrum*, a three-car test train reached 361 mph over an eleven mile segment of their test track. The cars contain liquid-helium-cooled super-conducting electromagnets that react to the electric coils in the walls alongside the trough-like track. The tests by the Central Japan Railway are for a proposed high-speed link between Tokyo and Osaka and is expected to take about an hour for the 311 miles between them. How far is it between Tampa and Daytona?

Did you ever notice in those helicopter views of Michael Jackson’s Neverland Ranch, a major building is a railroad station? And have you noticed that there’s track on one side? Unfortunately, I’ve never seen anything on it.

The Winter Issue of *Invention and Technology* has a brief article on the collapse of the Kinzua Viaduct. The article shows what it looks like after it fell.

Okay, I think I've caught up a bit. See you next time!

STACK TALK

by Neil Moran

Well here it is April and Spring has finally come, and much appreciated after the snowy winter we just went through. "Cabin Fever" should be all but gone by now. Time now to start checking on all your camera equipment and steam train activities.

We'll start our journey of steam news up in Canada as we usually do. I've written so much news on the exploits of Canadian Pacific #2816 that additional news might seem redundant. But news of her keeps coming down across the 49th Parallel to me.

When the Hudson type engine comes across Canada from Vancouver into Montreal it will have some time to spend seeing that she doesn't have to get back to Minneapolis/St. Paul area till the National Railroad Historical Society takes place over the July 4th week-end. The city of Montreal wants to show her off as much as they can, and has possibly offered at least two excursions. One would be a visit to Quebec City to participate in some "showing off" festivities. The other, a trip to Racine. Both cities have turning facilities, very important for the #2816. Now this is not written in stone as of this writing, but C.P. is exploring these options to further show her off. Many towns and cities in the east have expressed deep interest in having her pass through their areas. Several details must be ironed out for this to happen, so we have to be patient and let the high "mucky mucks" do their thing. All things are possible, but then again some aren't. Remember the old song from Pinocchio, "When you wish upon a star."

In other news in Canada, we jump over 3,000 miles west to North Vancouver, B.C. Reports have come out of the small town of Squamish that ex-CP #2860 the 4-6-4 Royal Hudson may be refurbished up there. The rebuilding would run a million dollars Canadian. Presently the engine sits in the former B.C. now C.N. shops at N. Vancouver. However they would like it moved out. Where the money is coming from is a good question. Several years ago the City of Vancouver did not want any part of her restoration then. Nor did bankrupt B.C. Rail. Maybe since Canadian National has taken over the reign of B.C. Rail things might be put in a better light for the Royal Hudson. Many, many people were disappointed when the 4-6-4 was sent to the dead line.

Former Consol #3716 who used to fill in for the #2860 when she went in for minor repairs is now at Edmonton, Alberta. The museum is working on her for a possible excursion out of Calgary to Edmonton and return. Originally this trip was slated to have the #3816 Hudson share honors with the ex Canadian National #6040. However the head of the C.P. steam program, Rob Ritchie, thought it would be too much for her to participate in this excursion after traveling across the country to Montreal. Then running back into Minneapolis to shake hands with Milwaukee engine #261. So now it looks like the C.P. 3716 and C.N. #6060 will power this proposed trip sometime in the summer.

Unfortunately the news is not quite as good over at the Prairie Dog Central near Winnipeg, Manitoba. Reports have filtered in that the "old girl" is in serious trouble. The former 1882 Dubs & Co. 4-4-0 C.P. has a bad fire box from so many years in service, along with other parts of its boiler. The "American type" did not run last year, and it is very doubtful she'll operate this year, nor anytime in the future. From what I hear a new boiler is needed, plus a fire box, also the running gear has seen better days. Is it worth an overhaul? That depends on the powers that be. The group will look her over and make some kind of a decision soon.

Here's an update on the Canadian Museum of Rail Travel in Cranbrook, B.C. The grand opening has now been set for the Labor Day Weekend in 2004. Bob Benisson said "The museum's relocation project has been an exceptionally long one." Mr. Benisson is the chairman of the museum's Board of Directors. He continues, "However, we are finally able to confirm our grand opening date, and are excited about the participation of the CPR, which will be bringing their restored locomotive #2816. We are investigating the possibility of carrying paying passengers between Cranbrook and Fernie since the engine will also be in that city during the same weekend to help celebrate their incorporation centennial. Museum executive director Garry Anderson said, "The presence of #2816 will certainly add drama to our grand opening. The new museum is designed to have all types of access such as buses, cars, and pedestrians. The group anticipates many thousands of people coming in from the surrounding area. With the #2816 present, it will be "Katy bar the door!"

One final note out of Canada concerning Rail America Inc. Since the early 1990s executives at the shortline holding company have been trying to satisfy the needs of film producers and directors. Because Rail America owns 46 North American short lines operating over a variety of topography, filmmakers are very interested in using the company's railroads. "We have lines in metropolitan regions like Dallas and Cincinnati, as well as Vancouver Island in B.C., and Cape Breton in Nova Scotia," said Rail America chairman, president Gary Marino. Back in 1994, the director of "Legends from the Fall," starring Anthony Hopkins and Brad Pitt, filmed scenes at the Central Western Railway in Stettler, Alberta. "There is a possibility we could be doing some more work with various steam and diesel locomotives in the future" said Sandy Francer, Rail America's vice president.

The big news in our country focuses on the upcoming NRHS convention in Minneapolis/St. Paul area, called the "Grand Excursion." The organizers have now published the schedule of various rail events that will be running in conjunction with steamboat activities taking place on the Mississippi River. It all begins on June 25th when the Grand Flotilla of steam powered boats begin their journey up river to St. Paul, arriving there on Saturday July 3rd. This schedule with stops at various river towns enroute is on the Grand Excursion website. The "Show" officially opens on June 25th with the arrival in Rock Island of Milwaukee 4-8-4 #261, with it's passengers from Chicago. Other excursions are on June 26 between Davenport, Iowa and Sabula, Illinois. June 27 between Rock Island and Bureau, Illinois. June 27 one way Davenport to Dubuque, Iowa. June 29 one way La Crosse to Minneapolis. July 2 excursion between St. Paul and La Crosse, and July 3 excursion between St. Paul and La Crescent, Minnesota.

The rail lines involved have not been officially published yet, but trip #1 will probably run over the Iowa former Rock Island line all the way to Rock Island. If the track condition permits. No doubt the trip on June 27 Rock Island to Bureau will operate the same way. The final trip between St. Paul and La Crescent will run over Canadian Pacific's ex mainline along the Mississippi with engine C.P. 4-6-4 #2816 and Milwaukee 4-8-4 #261. What a sight that will be. Can you remember when you last saw 4-8-4s doubleheading. As they say, "Bring it on." When this spectacular event returns to St. Paul, the event erupts into a volcano of smoke, bells, and steam whistles to welcome the river boats of the "Grand Flotilla." As of now there are several excursions for the Milwaukee #261 prior to trip # one scheduled on June 26. At this writing (March 1), the locomotive and it's consist is expected to depart St. Paul over CPR tracks on or about June 20th enroute to Milwaukee where it may run a local Amtrak operated excursion before heading to Chicago on June 23 or 24th. These details should be coming in by next month. Please check for further details at www.grandexcursion.com for all information on ordering tickets for both water and rail trips.

Another bonanza of steam activity of major proportions takes place at the Ohio Central's "Trainfest 2004." Certainly an event not to be missed by any steam enthusiasts. It all starts on Friday, July 30th, and goes till August 1st, three days of steam, glorious steam. This event celebrates the fifteenth anniversary of the founding of the Dennison Railroad Museum, which is located in the town's former Pennsylvania Railroad passenger station. The line up as scheduled is a steam lover's delight. Ohio Central is putting their best foot forward by running former Grand Trunk Western 4-8-4 #6325, along with ex Canadian Pacific 4-6-2 #1293. In addition they're unveiling their "new kid on the block" ex LS&I Consol #33. All this, and possibly two very attractive Berkshires #765 former New York, Chicago & St. Louis Railway, and Pere Marquette #1225 from Owosso, Michigan. Please take notice that these 2-8-4s are probable, and it's not definite that either one will attend. Rumors are swirling that now the #765 will not attend due to work not being completed on her. Originally it was rumored that she would attend, and that Pere Marquette #1225 could not make it. However over the past weekend (Feb 28-29) I heard it was the #765 that was in trouble. Hopefully by next month we'll have some definite news on who's coming and who's not. If everything works out you could see five locomotives power excursions individually over Ohio Central's ex Penn RR "Panhandle" tracks out of Dennison to various locations over the three days. Possibility exist there could be mixing and matching of various combinations such as double and triple headers. Gets real interesting doesn't it. Right now, Ohio Central's steam department under Event Coordinator Jason Johnson is drawing up a schedule of "Trainfest" goodies. We all hope for the best, but in reality the news of #765 progress is thus. She will be reassembled after a complete rebuilding at the Fort Wayne Railroad Historical Society's shop in New Haven, Indiana, and has yet to be road tested. The #1225 at Owosso, Michigan is considering the invitation, and as a true "lady," she may not appear, or she may. As the old song goes, she didn't say yes, she didn't say no. Check website www.ocsteam.com.

Speaking of the #1225, a movie based on the popular children's book "The Polar Express" will have it's world premier in Grand Rapids, Michigan in November. Later, the film will go into wide circulation during the Christmas season. You may have noticed in a past edition of "Stack Talk" it was mentioned that this movie would be opening this year. It has all the magic that only a steam locomotive can generate, and the #1225 will certainly prove that visual effect. The story line is about a magical train that takes boys and girls to the North Pole to meet Santa Claus. This steam train has been patterned after the #1225 of the Pere Marquette Railroad. The Berkshire appears in the film as a computer generated image, as does everything else. This is a bit of a downer, but we will wait and see before passing judgement. The film stars the very popular Tom Hanks as the railroad conductor. If you might remember a good example of computer generated imagery was the character "Gollum" in the Lord of the Rings trilogy. The #1225 will travel to Grand Rapids for the world premier. Just what activities the engine will perform is still be worked on. by Warner Brothers. More good news, she expects to be running excursions for Lake Central Rail Tours, and hopefully will make her appearance at the Ohio Central's Steamfest.

Moving to the Deep South, the "Louisiana Steam Train Association" now plans to operate it's ex Southern Pacific 2-8-2 #745 along with six exhibition cars on its tour of the state beginning in New Orleans in late September or early October. The Mikado is still undergoing restoration in New Orleans by Gregg Dodds and his valiant volunteer crew. She should be ready for running by this summer. This past January the locomotive passed it's FRA boiler inspection. If all goes well for the state tour they will operate over BNSF, then move on to KCS and finally CN/IC. Preceding the state tour the steam train will run from New Orleans to Kansas City on KCS to participate in the "Lewis & Clark" bicentennial celebration on July 1-5. This departure date is not known, but it must be in Kansas City by July 1st. For further information check www.lasta.org.

Moving up the coastline, a museum devoted to the work of the late O. Winston Link opened this past January in Roanoke, Va.. He was one of the 20th Century's most acclaimed photographers acclaimed for his lit black and white photos of trains and railroad towns, mostly on the Norfolk and Western Railroad in the days of steam. The newly renovated N&W Railroad passenger station will house this exhibition of 190 signed prints, 85 estate prints, and all of Mr. Link's 2,400 negatives. In addition to Link's works, the museum will exhibit his photographic equipment and new railway artifacts.

Just about in our back yard the Strasburg Railway Museum is looking into restoring a Baldwin Camelback built for the Philadelphia & Reading Railroad in 1903. The #1187 is one of just three center cab steam locomotives in existence. Hopefully the Museum wants to restore her to operating service. If this 0-4-0 can be restored it will be the only Camelback running. When shop space becomes available she will be dismantled to the bare bones and examined. The Strasburg Railroad will use volunteer help and materials supplied by the railroad. If all goes well, the railroad plans to operate her as Reading #1187. Keep your eyes, toes, and fingers crossed for this project.

And this just in: NYS&W #142 is coming to Phillipsburg, N.J.! Finally at a recent board meeting of the Phillipsburg Downtown Association speaker Kean Burenga, head of the Black River & Western family of railroads, announced that NYS&W #142 is coming to Phillipsburg. Excursions start May 1, and will operate between Market Street, Phillipsburg, and Carpentersville, on the Belvidere & Delaware River Railroad, formerly the Belvidere Delaware Pennsylvania RR, later Conrail line. An agreement has been made with the New York, Susquehanna & Western Technical and Historical Society to bring the 2-8-2 Mike and coaches to operate over the ex-Bel Del between May 1 and Labor Day. These trips will run between 11 a.m. and 3 p.m. Some \$400,000 has been expended with help from the New Jersey DOT to upgrade about four miles of track from Lehigh Junction to Carpentersville, and a switch for a pocket track has been installed at Lehigh Junction.

Well we've come to "End of Track" for this month, and now it's time to thank the people who have supplied some of the information you just read. John Biehn and Don Clark (Dayton RR Society), Steve Barry (*Railfan & Railroad Magazine*), Ed Emery (Toronto, Canada), and Mike Eagleson (Glen Ridge, NJ). I remain your obedient servant in steam, UNTIL OUR TRACKS CROSS AGAIN.

INTERESTING RAIL NEWS

from trains.com "News Wire" (www.trains.com)

Metal thieves steal Ukraine museum locomotive

DONETSK, Ukraine – Metal thieves have stolen an historic 0-4-0 steam locomotive from an open-air museum in the city of Donetsk, according to a report yesterday from the BBC. The local police chief told Donetsk's Ukrayina TV channel that the criminals had probably hired a crane from the state transport company using forged documents authorizing the locomotive to be moved to a new location. It was found at a metal scrap yard outside the city, already cut into pieces.

The locomotive was said to be the first ever built in Soviet Ukraine back in 1924, so experts could not put a value on it. But the thieves could have expected to earn about \$3700 from selling the small, 14.5-ton locomotive. Experts doubt that it could ever be put back together. Metal theft is a serious issue in Ukraine, where statues, wires, and even sewage hatches have been stolen for sale as scrap. Just a week before the latest incident, it was reported that thieves had stolen a 36-foot steel bridge in western Ukraine, cutting a local town off from the outside world.

Ted Wurm, author and historian, dies

OAKLAND, Calif. – Ted Wurm, 85, railroad author, photographer, and historian, died February 24. An accountant by trade, his railroad books include "Narrow Gauge to the Redwoods," centered around the North Pacific Coast narrow gauge in Marin and Sonoma counties just north of San Francisco; "The Crookedest Railroad in the World," about the Mt. Tamalpais and Muir Woods Railroad in Marin County, co-written with Al Graves; "The Hetch-Hetchy and Its Dam Railroad"; and "Silver Short Line," about the Virginia & Truckee, the last work on the classic Nevada short line co-authored with Harre Demoro.

Wurm, born in San Francisco in 1919, had a lifelong interest in railroading – he was allowed to accompany the train crew on the last freight run of the V&T, to Virginia City, Nev. – and actively lectured on railroad history. He was an accomplished marathon runner, participating in the Boston Marathon twice. In World War II, he was stationed in England with the Army Air Corps' Eighth Air Force. He is survived his wife of 60 years, Betty, a son, and three daughters.

Kansas railroad receives grant to refurbish steam engine

ABILENE, Kans. – The Abilene & Smokey Valley Railroad, a non-profit excursion railroad, has received more than \$280,000 in grant money to begin refurbishing former Santa Fe 4-6-2 3415, a display item in a local park since 1955 before it was donated to the A&SV in 1996. The 1919 Baldwin was moved from the park to A&SV property in 1997. The refurbishing is estimated to take about two years, according to railroad manager Mary Jane Oard.

The A&SV offers train rides from May through October and private charters and school tours from April through December, as well as a seasonal dinner train. Its motive power is an Alco 660 hp S1 diesel switcher, previously owned by the Hutchinson & Northern Railroad in Hutchinson, Kans. The A&SV operates five miles of former Union Pacific track, originally operated by the Chicago, Rock Island & Pacific and later by the Missouri-Kansas-Texas, before cessation of operations in 1989. The A&SV, organized in 1993, operates from Abilene east to Enterprise. An additional 10 miles of track, from Enterprise farther east to Woodbine, is also owned by the A&SV, but was physically severed from the rest of the line when Burlington Northern Santa Fe, operating a north-south branch through Enterprise, took out the diamond when the UP quit the line. The line from Enterprise to Woodbine sees occasional operation by an A&SV-owned railbus. Abilene is 90 miles west of Topeka, Kans.

Florida campaign seeks bullet-train repeal

MIAMI, Fla. – Florida voters could be asked in November to reverse their 2000 decision to build a multibillion-dollar high-speed rail line linking Tampa, Orlando, and Miami, according to an article in the *Miami Herald*. Gov. Jeb Bush on Thursday announced a statewide petition campaign to repeal the constitutional amendment that authorized the bullet train, and Tom Gallagher, the state's chief financial officer, will head the effort to collect 480,000 signatures to put the measure back on the ballot.

"I can understand the allure of the bullet train," Bush said. "But we're dealing with public policy here, and the cost of this, in my opinion, is extraordinary." Bush has been opposed to the train since before voters approved it. The success of the train amendment, and one in 2002 to reduce school class sizes, prompted Bush and Republican leaders to try to make it harder to change the state's Constitution through citizen petitions. The first leg of the train, from Tampa to Orlando, has an estimated pricetag of more than \$2 billion and would not be operational until at least 2009. The Orlando-to-Miami leg is expected to be even more expensive.

Gallagher will be heading the Derail the Bullet Train committee, an organization started by Palm Beach County leaders seeking a repeal of the measure. Gallagher said that paying for high-speed rail could take money from road-building projects, and even put Florida in such crushing debt that its bond rating could suffer.

Iowa shop city sues BNSF over 1858 agreement

BURLINGTON, Iowa – The city of Burlington filed a lawsuit against Burlington Northern Santa Fe Railroad Thursday in an attempt to force the carrier to live up to a 146-year-old agreement not to move or attempt to move maintenance shops out of the city, according to an Associated Press report. Edwards says the city entered into an agreement with the Missouri River Railroad Co. in 1858 which allowed the railroad to run tracks through the city as long as the railroad kept its local shops open. That railroad was subsequently absorbed by other companies, which in turn were absorbed by BNSF. The name "Burlington" in BNSF, in fact, stems from this Mississippi River city first reached on the Illinois side by the Chicago, Burlington & Quincy, which became known as "The Burlington Route" and was a key element of the 1970 Burlington Northern merger. BN and Santa Fe merged in 1995 to create BNSF.

The West Burlington shops, on the flatland above the river valley at the west end of the city, have been a major locomotive facility for decades. Last year BNSF eliminated 258 local jobs and this month is set to move 93 more to the former Santa Fe shops in Topeka, Kans., leaving only 44 jobs behind. Responded BNSF spokesman Steve Forsburg, "It is has always been the BNSF's policy not to comment on litigation that we have not had a chance to review."

O. Winston Link's ex-wife faces more prison

POUGHKEEPSIE, N.Y. – The ex-wife of famed railroad photographer O. Winston Link and her new husband admitted in court last Thursday they had photographs belonging to Link's estate that prosecutors say are worth upwards of \$500,000, according to a story in Friday's Poughkeepsie Journal. Link died in 2001 at age 86. Conchita Link Hayes, 68, and Edward Hayes, 63, of Gettysburg, Pa., entered guilty pleas in Dutchess County Court to felony counts of criminal possession of stolen property. The couple was arrested in May 2003 in a sting operation as they tried to sell some of the valuable prints on the Internet auction site, eBay, through an antique dealer.

As part of their plea arrangement, the defendants agreed to return the 30 20-by-24-inch prints seized in Dutchess County, as well as more than 300 other prints, and some photographic equipment and notes Link took when he shot the photos on the Norfolk & Western Railway in Virginia, West Virginia, and Maryland in the late 1950s. The material was found by police in

a storage locker near the couple's home following their arrest last May 26 in Millerton. Judge Hayes set April 2 for sentencing. The judge said he intended to sentence Conchita Hayes to no more than two to four years in state prison. Edward Hayes will receive a one-year jail sentence. Conchita Hayes faces a mandatory prison term because she was convicted in Westchester County in 1996 of stealing the photographs during a bitter divorce with Link in 1992. She served about six years of a six-to-20-year prison sentence on the grand larceny conviction.

NS and Osrar Sylvania to recreate 1954 Horseshoe Curve night photo

ALTOONA, Pa. – With the commemoration of Horseshoe Curve's 150th anniversary this year, the Railroaders Heritage Corp. yesterday announced it will "pull out all the stops" to not only recreate the 1954 Sylvania "Big Shot" night photograph of trains on the former Pennsylvania Railroad's Horseshoe Curve, but attempt to trump it on July 4th. The new shot will use current lighting technology and feature railroad equipment of current operator Norfolk Southern.

The event will require tickets, and entertainment will be provided throughout the day both at the Railroaders Memorial Museum in Altoona and at Horseshoe Curve west of the city, culminating with the lighting of Horseshoe Curve and a display from Zambelli Fireworks Internationale. Ticket information is available by contacting the Railroaders Memorial Museum at 1-888-4ALTOONA.

Horseshoe Curve opened in 1854 as a way to scale the Allegheny Mountains in central Pennsylvania. To avoid a sharp uphill grade at this location, which would severely limit train tonnage, the right-of-way followed a horseshoe shape, allowing a gradual rise. The feat was considered a major engineering masterpiece, and its opening was critical to east-west rail traffic across Pennsylvania. The American Society of Civil Engineers recently recognized Horseshoe Curve as a National Historic Civil Engineering Landmark.

The site is publicly accessible at trackside, for a fee and only during certain daylight hours (see Web site, below, for details). Conrail, operator during the years between ownership by PRR successor Penn Central and today's NS, removed one of the four tracks installed by the PRR, but the main line remains a busy NS artery and also hosts four daily Amtrak trains. A PRR diesel, GP9 7048, is on display at trackside; it replaced K4 4-6-2 steam locomotive 1361, property of the Altoona museum but currently undergoing restoration work at Steamtown in Scranton, Pa.

The Horseshoe Curve "Big Shot" in 1954 was the sixth in a series of 18 such publicity events done by flashbulb manufacturer Sylvania and required 6500 flashbulbs. In the ensuing 50 years, tree growth has changed the look of the right-of-way around Horseshoe Curve, which could affect the re-creation attempt. Other "Big Shots" subjects in 1954 included lighting up Levittown, N.Y., a U.S. Navy aircraft carrier, an Egyptian pyramid, and New Mexico's Carlsbad Cavern. A photograph of the 1954 Horseshoe Curve "Big Shot" can be found at www.railroadcity.com/hsc1954.

UP antique stolen from museum recovered

COUNCIL BLUFFS, Iowa – Council Bluffs police last Thursday (March 11) arrested two local residents on suspicion of first-degree theft of a stolen antique walrus-tusk cribbage board missing from the Union Pacific Railroad Museum, according to a story in the Omaha World-Herald. A warrant was issued for a third person.

The cribbage board was carved from a walrus tusk by Native North Americans and dates to the early 1900s, said UP spokesman John Bromley. It was donated to the museum a number of years ago and was a part of its collection of western United States artifacts. The museum discovered March 6 that the board, which had been kept in a display case, was missing.

Bromley said Union Pacific initially told authorities the board was valued at \$10,000, but the company did not have a current appraisal. The two men allegedly had just sold the board to an Omaha antiques dealer for \$150 when they were apprehended. For more information about the museum, visit the Union Pacific website.

Soo Line 4-6-2 2719 bound for Montana

EAU CLAIRE, Wis. – Former Soo Line 4-6-2 2719, owned by the Locomotive & Tower Preservation Fund (L&TPF) of Eau Claire, will be heading west next month to its new home at the Talgo/Livingston Rebuild Center in Livingston, Mont., under a new 10-year lease to the non-profit 2719 Inc. of Portland, Ore. The 1923 Alco had been returned to service in 1998 after being displayed in Eau Claire's Carson Park since 1960 and hauled excursions on regional carrier Wisconsin Central. But with Canadian National's purchase of WC in October 2001, higher insurance premiums halted further excursions. The Pacific later steamed on Wisconsin Great Northern, a tourist-hauling short line at Spooner, Wis.

When the owning Eau Claire group, L&TPF, was notified by Union Pacific that the 4-6-2's home, UP's former Chicago & North Western roundhouse in Altoona, Wis. (adjacent to Eau Claire), was scheduled for demolition starting this April, L&TPF was left in the position of having nowhere to run 2719 and no place to store it. (L&TPF is also responsible for the relocation of the C&NW Eau Claire interlocking tower to Carson Park as a display, hence the group's name.)

Earlier this year, John Cox of Portland, Ore., formed 2719, Inc. with himself as president and Scott Lindsey of Steam Operations Corp. as a director. Cox is the former operations manager for the Pacific Railroad Preservation Assn., which operates ex-Spokane, Portland & Seattle 4-8-4 700. Ken Keeler, vice president of Rocky Mountain Rail Tours that runs luxury passenger excursions over Montana Rail Link, is also on the board. (In 2002, SP&S 700 steamed from its Portland home to make one series of excursions on MRL.) The group worked with regional development councils in Livingston and Butte, Mont., to obtain funding to bring the Soo Line locomotive west.

L&TPF's 10-year lease to 2719 Inc. stipulates that L&TPF is allowed to bring the engine back to the Midwest for possible future excursions, as long as those schedules do not conflict with the Montana operating schedule. Preliminary plans call for the locomotive and tender to be moved west on flatcars, the engine to be converted from coal to an oil-burner, to retain its Soo Line identification for the present, and to operate on periodic excursions over Montana Rail Link, beginning in fall 2005. — Steve Glischinski

Great Smoky Mountains 2-8-0 returns to service

DILLSBORO, N.C. — Great Smoky Mountains Railroad 2-8-0 1702, out of commission for repairs last year, will be kicking off the 2004 GSMR operating season with an "Opening Weekend" celebration April 3. Passengers will receive a free American Heritage Railways lapel pin, munch on hot dogs, and listen to live musical entertainment.

In January 2003, while the 2-8-0 was undergoing its scheduled annual inspection, several issues were found with the running gear. During the disassembly process, GMSR decided to retrofit the roller main bearings with the original style friction bearings, which necessitated the replacement of several running-gear components, including 4 new driver axles, 8 new fabricated driving boxes/crown brass, 6 new crank pins, replaceable hub liners, new brass side rod bearings and new shoes and wedges.

The 2-8-0, a 1942 Baldwin, began life with the U.S. Army and later saw service on two other tourist lines — the Reader Railroad in Arkansas and the Fremont & Elkhorn Valley in Nebraska — before going to North Carolina. The Great Smoky Mountains provides freight and tourist passenger service on 53 miles of the former Murphy Branch of the Southern Railway in far western North Carolina. For more information, visit The Great Smoky Mountains Railroad Web site.

Georgetown Loop line to change operators

GEORGETOWN, Colo. — The Georgetown Loop Railroad Inc. will begin its final season as operator of the Georgetown Loop Historic Railroad and Mining Park on May 29 due to a contractual impasse between it and the Colorado Historical Society, the state agency that owns the right-of-way. The 2004 season ends October 3. The park, which has been operating for 30 years, recreates 3.5 miles of the narrow-gauge line that originally provided freight and passenger service to mining camps between Denver and Silver Plume, Colo. About 115,000 people rode the train last year.

According to Georgianna Contiguglia, president and CEO of the CHS, the state will begin a bidding procedure to find a new operator for 2005. The current operator owns the five locomotives, about 50 pieces of rolling stock, and the offices and gift shop. The route dates to 1877 when silver was discovered in the mountains west of Denver. In an effort to reach the mines, railroads including the Colorado Central began construction to Golden, Colo., with the intention of extending to the mining town of Leadville. The railroad never reached its goal, settling for providing freight and passenger service to the mining camps between Denver and Silver Plume. The Colorado Central was later absorbed by Colorado & Southern, which did reach Leadville on the old Denver, South Park & Pacific. The Georgetown railroad was abandoned in 1939.

Although just 2 miles separate the towns of Georgetown and Silver Plume, the elevation difference is over 600 feet. The original railroad twisted and turned to gain the elevation, including a spiral on which it crossed over itself on the Devil's Gate Viaduct, 300 feet long and almost 100 feet high. Today's operation takes place on a re-laid portion of the original railroad, and crosses a reconstructed Devil's Gate bridge over Clear Creek and the track below.

Wisconsin museum may add to its Copper Range collection

NORTH FREEDOM, Wis. — Copper Range 2-8-0 29, which has been slumbering for the past three decades in Hancock, Mich., has been offered to the Mid-Continent Railway Museum, if the necessary funds to move it from Hancock, in Michigan's Upper Peninsula, to North Freedom can be raised. If the move can be made, the locomotive would join two Copper Range wooden passenger cars already owned by the museum: combine 25, which was acquired in 1963, and coach 60, which was just restored by volunteers last year. The Copper Range Railroad shut down in 1972.

The 29 was built by American Locomotive Co. in February 1907 and was used in freight and passenger service until it was retired in 1953. It was stored in the railroad's roundhouse at Houghton, Mich., until 1967 when it was sold to Keweenaw Central Railroad, a short-lived tourist operation based out of Calumet, Mich., that used Copper Range track for part of its route. The abandonment of the Copper Range forced the Keweenaw Central to cease operations and move its equipment. The 4-6-0 was moved to nearby Hancock, where it has been stored ever since, along with other privately owned engines and cars.

The locomotive, according to museum personnel, is for the most part complete, but since it has been outdoors, it has deteriorated significantly. Fund-raising has begun and must be completed by April 30 for Mid-Continent to cover the costs associated with the loading, transportation via semi-truck, and off-loading of the locomotive. It is anticipated the locomotive would arrive at North Freedom by June. For more information on the locomotive and the fund drive, visit the Mid-Continent Railway Museum website.

AAR members to conduct AEI blitz

WASHINGTON, D.C. – The Association of American Railroads (AAR) member railroads are planning to conduct an Automatic Equipment Identification (AEI) tagging “blitz” during April 1-14. The purpose of the blitz is to reduce the number of cars in the North American fleet that are not tagged or have missing or incorrect tags.

For the past two years, the industry has been quantifying the number of cars in those categories and has managed to reduce the number from more than 1 percent of all cars to about 0.8 percent overall, about 14,000 cars. The railroads have set a goal to have 100 percent of cars tagged. The goal of the “blitz” is to reduce the number of untagged cars to 0.5 percent.

The AEI tags are attached to the sides of freight cars and locomotives to be read by trackside scanners. That information is vital to keep track of equipment and provide data for accurate train consists and proper car routing. The AAR’s AEI Task Force, chaired by Fred Meek of Union Pacific, is organizing this effort.

CSX in midst of another round of layoffs

JACKSONVILLE, Fla. – CSX Corp.’s third wave of layoffs began yesterday and will continue today, part of a management restructuring plan announced in November to slash 800 to 1000 non-union jobs, according to a story in the *Florida-Times-Union*.

Jacksonville-based CSX would not reveal how many or what type of jobs will be lost this round, but only about 140 positions have been eliminated since last fall. The process is expected to end by April, suggesting this stage of cuts will be sizeable as the reorganization hits the wider swath of employees in middle management. CSX spokesman Adam Hollingsworth confirmed that while a small number of positions were eliminated Tuesday, the “majority of conversations” with employees regarding their future with CSX will happen today. He would not give additional details. Workers were informed by e-mail Tuesday that the third phase of cuts had begun.

The restructuring began in December when 20 senior vice presidents and vice presidents were let go. Last month, 120 positions – largely assistant vice presidents and directors – were eliminated. The streamlined workforce is expected to save CSX \$80 to \$100 million annually. Management layers are being reduced from 11 to eight.

PROGRAM MANIFESTS

UPCOMING CHAPTER PROGRAMS & EVENTS

APRIL – MONDAY the 12TH, 7PM – Jim Gillin, Long Island Railroad.

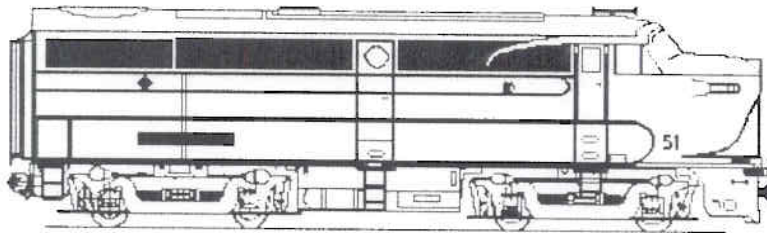
MAY – MONDAY the 10TH, 7PM – To be announced. Hobo applications *are being* accepted and interviewed without regard to previous railroad affiliations or car space passions. Remember that if once the UP could say “We Can Handle It,” so can still the membership of the Florida East Chapter, NRHS!

CURRENT & UPCOMING FLORIDA EAST COAST EVENTS

JUNE – SATURDAY the 5TH, 9am - 2pm. Train & Toy Show, Azan Shrine Center, 1591 West Eau Gallie Blvd., Melbourne. Admission - \$4.00. Children under 10 free with parent. (321) 453-4125 or (321) 453-7031.

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Florida East Coast Chapter, NRHS
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NEXT MEETING: Monday, April 12, 7:00 p.m.
Central Brevard Library & Reference Center
308 Forrest Avenue, Cocoa (321) 633-1792
PROGRAM: *Jim Gillin, Long Island Railroad*