

The *EAST COAST CHAMPION*

August 2002

PRESIDENT'S MEMO TO STOCKHOLDERS

Vacation time! Jim Sleeth has been to the state of Washington, and in his wanderings, he made his way to the American Orient Express shops in Lacy, Washington. At the next meeting he plans to give us a brief talk on what he saw at the shops.

Also we will raffle a book which was donated by Bill Hurst. The book, *Fort Wayne and Wabash Valley Trolleys* by George K. Bradley, has lots of pictures of old trolleys and lots of text – a very nice book. (Dave Klein, here is your chance.)

We will have another video, *The Broadway Limited*, shown by Dick Alkus.

Hope to see you all at the next meeting.

Until the 12th,
Stop, Look, & Listen,
Chuck

MINUTES FROM THE JULY MEETING

President Chuck Billings called the meeting to order at 7:11 PM on July 8, 2002. Again the chapter had no guest at this month's meeting.

APPROVAL OF MINUTES – The minutes of the June meeting as published in the newsletter were approved without correction. The motion to approve was made by Jerry Sheehan and seconded by Dick Alkus.

TREASURER'S REPORT – Bob Selle gave the monthly Treasurer's report.

OLD BUSINESS – None

NEW BUSINESS – President Billings received a letter from the Cocoa Beach Library expressing their appreciation for the display that he and Jerry Sheehan provided on behalf of the chapter. Bob Sowden again donated a book to be raffled off. The winner of the raffle was Bob McMillion. The raffle raised \$23 for the chapter treasury.

REPORTS AND ANNOUNCEMENTS – Bob McMillion was seen briefly on the TV news as the engineer on the Brevard Zoo Train. Hal Greenlee had several items of interest: UP engine 3985 is expected to pull an excursion train from Denver to Cheyenne on July 21st and Cheyenne to Laramie on July 27th. Hal said he believes this may be the last trip for this engine. Hal also said the "Fabulous 50's" diner on Clearlake Blvd. in Cocoa has "o" gauge trains operating on a shelf around the diner. Finally a passenger train is now running from Cordele to Plains Ga., with connections available to the Jimmy Carter National Historic Site.

The Volusia County train show is July 27 at the Volusia County Fairgrounds. The big Atlanta train show is Aug 17. Chuck has a flyer on the show.

PROGRAM – The video *Great American Train Rides* was shown.

Harlan Hannah, Secretary

THE ELECTRIC NOTEPAD

by Dave Klein

Well, it's the time of the year again when the kids go back to school; I've already seen the "Back to School" displays in the stores and have now gotten used to seeing next year's calendars this early. But I'm still not used to seeing Christmas tree trimmings and stockings this early. What happened to Halloween and Thanksgiving? Did I sleep through them? Anyhow, I've seen the Hallmark Lionel ornaments for this year: The 400E Blue Comet Engine (\$20), Tender (\$13), and a Coach (\$13); all three about N-scale. The glass ornament is supposed to be the W&A General (\$13), but I haven't seen it yet. For those of you who like Wendy's fine cuisine, they will also have a Lionel tie-in come Halloween. There will be some "spooky" engines in your Kid's Meal this October.

From my friends at *The Electric Railway Clubs of Florida*, comes the latest status of the Tampa trolley line. Just about everything below the CSX grade crossing area is complete. The CSX crossing work hadn't yet started (as of 29 June). Only track and some poles have been installed north of the CSX, but no wire. The wire in the southern portion is up and they are minimizing the use of overhead frogs (over the switches) by using two wires: one for each direction. The carbarn has been started near Nuccio Parkway and 7th Avenue in Ybor City. Supposedly the service is to begin October 19th. The Tampa and Ybor City Street Railway Society, Inc. is also preparing a building across from the TECO carbarn for their restoration facility, gift shop, and mini-museum.

Also from my ERCFL friends comes word that the New Orleans' new Canal Street track construction continues; operation with the 24 new replica cars is set for 2004....Dallas is adding a third, center section into it's two-unit articulated DART trains. The section will be of the low floor variety, so eventually the entire system will be served by three section articulated trains with ADA compliance.

The forest fires in Colorado probably will cause a tourist downturn to some rail operations such as the narrow gauge lines and the still-abuilding PCC light rail line in Colorado Springs.

It seems that the International Space Station is giving in to some sort of "correctness." Apparently the new moveable base for the Canada Arm can't be called "the ISS Railroad, Trolley, or Tram." I've read and/or heard all three. Those terms are apparently too "old fashioned" for NASA. The mechanism is being called the "Mobile Transporter." I'll wait until I hear what the *astronauts* call it.

Your intrepid reporter visited the train show held last month at the Volusia County Fairgrounds and came across a few of our members (and Jerry *really* needs another lantern!). The show was probably twice as large as the Eau Gallie show (sorry, Fred) covering two large rooms. No modular layouts but a small club layout was in a nearby building. This larger show brought out a lot of people and they were all in front of me on the line at the hot dog wagon! Very little trolley stuff was noted: a few Corgi and MTH PCC cars were there. There was someone selling an epoxy Birney car running on American Flyer (S-gauge) track; not too bad, either. But this is a train show and there were lot's of them. True to form however, I did manage to lighten my wallet again by buying a new tape and a few new books.

If you've still got some room in your backyard (remember my Notepads about putting streetcars and cabooses back there?), well, there is a RR bridge available for the taking near Pocatello, Idaho. The bridge will be replaced with a new, stronger one after you take apart the old one and carry it off. Be sure to check with the Police Chief first, of course. See you next time!

Interesting Rail News

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

Oregon group aims to build home for Portland's steam team

A new group called the Oregon Rail Heritage Foundation was formed last month to secure a permanent home for the city of Portland's trio of steam locomotives, as well as other historically significant pieces of railroad equipment. The umbrella organization aims to find a location in the city to house the three locomotives: Southern Pacific 4-8-4 No. 4449, Spokane, Portland & Seattle 4-8-4 No. 700, and the Oregon Railroad & Navigation 4-6-2 No. 197.

"There aren't a lot of places in Portland that have good public access and enough space near the tracks," says David Brown, treasurer of the ORHF and locomotive volunteer since 1996. Members of the ORHF have donated seed money to start the first of a multi-phased complex. The entire proposal includes a maintenance shop, historic roundhouse and turntable, and rail interpretive center. Board members are considering the feasibility of suitable locations and have hired an architectural firm to develop a plan for the maintenance shop phase.

A fund-raising drive is under way to make the locomotives and rail heritage more accessible to the public. The initial goal is to raise \$4 million to build a maintenance shop and complete a master plan. The locomotives are currently housed in the Brooklyn Roundhouse, but its fate is uncertain.

The 4449 hauled the Artrain from Portland to Hillsboro, Ore., where it remained on display through July 4. "We welcome the opportunity to have the 4449 help tell people of our needs and goals," said Laurel Lyon, president of the Oregon Rail Heritage Foundation. "The Artrain is an ideal setting to spread the word." For more information see the webpage at www.orhf.org.

Landmark Pennsylvania rail trestle closed to train traffic

Pennsylvania officials, citing safety concerns, closed the landmark Kinzua Bridge to train traffic last month, putting a halt to steam excursions on the Knox & Kane Railroad. The 2053-foot-long trestle, which spans Kinzua Creek in McKean County in the northwestern part of the state, stands 301 feet above the valley floor. Steam-powered excursion trains operated by the Marienville, Pa.-based Knox & Kane crossed the bridge during the June-September excursion season.

A recent structural study of the bridge found that the bridge's pylons are not safe enough to support the weight of the excursion train. "The safety of the train passengers visiting Kinzua Bridge State Park is a great concern," State Parks Bureau Director Roger Fickes said. "While closing the viaduct may be an inconvenience for rail riders, the park will stay open, and visitors can enjoy the bridge's spectacular views."

While the structure is not safe enough to support trains, Fickes said there is no danger of a collapse, and pedestrian traffic will remain open barring partial closings to accommodate further inspections. The railroad hopes the closure is temporary, and reports that state officials say they plan to repair the span and reopen it – although there's no timetable for doing so.

The last train to cross the bridge operated on June 16, the railroad said. State officials notified the railroad of the closure on June 19. The railroad continues to operate excursions to the span, but they are powered by the line's GP9, because the wye for turning the steam locomotive is located across the bridge. The tourist trains had been crossing the bridge since 1987.

Durango & Silverton may fully reopen, but economic hardship to linger

Durango & Silverton Narrow Gauge Railroad may fully reopen on Saturday, offering steam-powered excursions over the entire route for the first time since June 20. Nonetheless, the railroad wants to be among the Colorado businesses to receive any emergency federal aid that may flow as a result of the wildfires and drought that have hit the state. "Our federal delegation in Colorado ought to be able to get economic-damage assistance of \$25 million without a lot of trouble," the railroad's owner, Allen Harper, told the Durango Herald on Saturday. The railroad hopes to get a share of that funding.

The railroad curtailed operations on June 20 in response to the extreme fire threat and the Missionary Ridge wildfire that was nearing the line at the time. Since then, the railroad has been operating steam trains only as far as Hermosa, instead of running the entire route to Silverton. That's had a big impact on the railroad's bottom line. The tourist-hauler has been losing \$550,000 per week due to ticket refunds and loss of revenue, the newspaper reported. About 90 of the line's 220 employees have been laid off.

Disney animator Ward Kimball, operator of back yard rail empire, dies

Ward Kimball, the Academy Award-winning Disney animator and director known in railfan circles for building a full-size railroad in his back yard died July 8th. He was 88. Kimball joined Disney in 1934 and was the animator or directing animator on classic films such as *Snow White and the Seven Dwarfs*, *Pinocchio*, and *Fantasia*. Two of his short animated features won Academy Awards. He retired from Disney in 1973.

Kimball was among those at the Disney studio to fire Walt Disney's interest in trains. Kimball and his wife, Betty, built a 3-foot-gauge backyard railroad, the Grizzly Flats Railroad, which opened in 1936. The 500-foot line began with an 1881 Nevada Central 2-6-0 and a Southern Pacific coach. Much of the equipment used on the railroad had been donated to the Orange Empire Railway Museum in Perris, Calif.

Amtrak loan deal could kill three planned route expansions

Amtrak route expansions on the Florida East Coast and between Los Angeles and Las Vegas, as well as the launch of high-speed turboliner service between New York and Albany, could be in jeopardy under the conditions of the \$100 million stopgap loan the railroad received from the U.S. Department of Transportation.

Amtrak President and CEO David Gunn yesterday told the Senate that these expansions, as well as the completion of a maintenance facility in Oakland, Calif., could be halted. The loan agreement stipulated that, with certain exceptions, Amtrak would stop route expansions and concentrate on its existing network.

That may suit Gunn just fine since the railroad can barely keep its current network running. "What we really need is to stabilize what we have and put money back into what has been neglected – don't expand it, don't contract it," he told the *Chicago Tribune* in June. Amtrak is reviewing the four projects to determine whether they should continue or be dropped for now. None of the three route expansions is close to fruition anyhow.

Florida had planned to fund station construction and improvements along the FEC, but put that spending on hold in light of Amtrak's financial crisis. The state had hoped to begin service between Jacksonville and Miami sometime next year.

Tentative farewell trip for Frisco 1522

Frisco 4-8-2 No. 1522 may get one last chance to put on a show – and on home rails, no less – before heading off to retirement. The St. Louis Chapter, NRHS, is planning to run a pair of round-trip excursions September 28 and 29 between St. Louis and Newburg, Mo., over Burlington Northern Santa Fe's former Frisco main line. The route includes the 1.2% grade of Rolla Hill. The trip still requires approval from BNSF, said Jim Schwinkendorf of the St. Louis Steam Train Association, which operates the 1522. The excursion, pending approval, would run as an Amtrak special, which minimizes insurance costs.

High insurance costs, coupled with limited opportunities to run on main lines and upcoming mandated boiler work on the locomotive, prompted the SLSTA to announce last month that this would be the last year it would operate the 1926 Baldwin. Ticket information for the trips should be available in the next few weeks, the SLSTA Web site said.

NS unit decked out in steamship line colors

Norfolk Southern has repainted SD40-2 No. 3329 into a special paint scheme for steamship company Maersk, the Conrail Technical Society reports.

The former Conrail unit was repainted into a blue-and-silver scheme – Maersk’s corporate colors – similar to the one worn by Santa Fe GP60M No. 146 in 1990. The Santa Fe unit wore the scheme for what Maersk said was a “one time publicity stunt.” It posed on Cajon Pass with a Maersk stack train.

The NS unit was repainted at its Juniata Locomotive Shop in Altoona, Pa., and will head to Los Angeles for a portside event.

Artist Ted Rose dies at age 61

Acclaimed artist Ted Rose – whose evocative watercolor scenes captured railroads and railroaders alike – died July 26 of cancer at his home in Santa Fe, N.M. He was 61. Rose’s artwork, sought after by collectors, railroaders, and railfans, perhaps reached its widest audience when he was commissioned by the U.S. Postal Service to create five watercolors of streamlined passenger locomotives, which were subsequently issued as postage stamps. “His images brought emotion into railroading for the first time,” said TRAINS Magazine Editor Mark W. Hemphill. “And not just an all-is-wonderful emotion, but a true look at the beauty and isolation of the railroad, from squalor to grandeur, all in the same painting.

“He was perhaps the greatest railroad painter I’ll ever meet in my lifetime,” Hemphill said. “But more than just a painter, Ted was a student of railroading and a person who cared about others more than himself.” Thomas H. Garver, a curator who wrote the introduction to Rose’s 2000 book, *In the Traces: Railroad Paintings of Ted Rose*, said Rose’s work was eloquent. “The works are an eloquent and absorbing view of industrial America, especially of railroads as an integral part of the man-made landscape ... These masterful watercolors well describe the atmosphere and life along the tracks during the last half of the 20th century,” Garver wrote.

Rose, who was born in Milwaukee and earned a bachelor of fine arts from the University of Illinois, said he hoped his art would allow viewers to see the railroading world from his perspective. “My reality often involves railroad subjects. Railroad places are a significant part of the American landscape and the reason much of the country looks the way it does,” Rose wrote in “*In the Traces*.” “The American place is often a railroad place, manmade and human scale – urban, industrial, rural.

“So I’m a realist. I work to have my paintings take on a life of their own. I think of them as small fictions, part of a narrative, set in place and time, with my own sense of reality to bring them off,” he wrote. “If I’m able to set the contextual stage well enough, viewers can see the play or experience my reality as akin to their own.” Rose was a Signature Member of the American Watercolor Society, the National Watercolor Society, and several regional art societies and associations. His paintings have received consistent recognition in juried and invitational exhibitions and appeared often in books, magazines and exhibition catalogs.

Cumbres & Toltec to launched full operation on July 30

Beginning on July 30, the Cumbres & Toltec Scenic Railroad originated trains in both Chama, N.M., and Antonito, Colo., for the first time this season. The full slate of excursions will operate on a Tuesday-Saturday schedule through September 1. After that, seven-day operations will begin until the end of the season.

Trackwork forced the railroad to curtail operations to just Chama-Osier in May and June. Then the U.S. Forest Service ordered the line shut down on June 7 as a fire precaution. The line resumed service out of Chama on July 16. To the west, Durango & Silverton Narrow Gauge Railroad is operating three daily trains between Durango and Silverton, Colo. The line stopped running steam-powered trains to Silverton from late June through early July due to

fire concerns. Both the Durango & Silverton and Cumbres have lost significant ridership and revenue due to the fire-related closures this season.

Quotable

“As the nation prepares to celebrate our independence, this anniversary is very special to Union Pacific. Our success starts with our employees, who continue the tradition of those who built this company 140 years ago. We look forward to the future and will continue to play our role in building America.” --Union Pacific Chief Operating Officer Ike Evans, commenting on today’s 140th anniversary of the UP. On July 1, 1862, President Abraham Lincoln signed into law the Pacific Railway Act that created the UP and the Central Pacific to build the transcontinental railroad.

“Nobody more than organizations that receive money from taxpayers should see the open discussion of issues as a sacred right in America. This myopic reaction will do nothing to help Amtrak, and we will not be stifled by them.” --John Walker, publisher of the *Herald and News* of Klamath Falls, Ore. After the newspaper ran an editorial critical of Amtrak, station agents called the newspaper and demanded that the newspaper remove its sales rack from the Amtrak station – or the agents would take bolt cutters to the rack. The editorial was headlined, “It’s time to pull the plug on Amtrak.”

“The next six months will decide the future of Amtrak.” --U.S. Sen. Dick Durbin, D-Ill., quoted in *The News-Gazette* of Champaign.

“I find it strange that while we were trying to get that initial \$100 million, United Airlines went to Congress and asked for \$2 billion and nobody blinked. You have a very auto-centric culture in Canada and the United States. You almost have a culture where autos and planes are ‘good,’ while trains are considered ‘bad.’” --Amtrak President and CEO David Gunn, quoted in *The Toronto Star*.

“It’s good for business. Quite a few people come over here. Some of them I know very well.” --Pat Patel, manager of the Western Motel in Folkston, Ga., quoted in the *Times-Union* of Jacksonville, Fla., about the economic impact of railfan visits to the town’s railroad viewing platform adjacent to the CSX main line.

“Our locomotives are leaders. I want to be sure our engineers and on-board crew members can be proud of their train as it enters cities and towns across this great country. Was the power consist washed before departure – if not – why not? First impressions are lasting impressions!” --Amtrak Chief Operating Officer Stan Bagley Jr., in a postscript to his Monday letter to co-workers regarding the Postal Service contract with Amtrak Mail and Express.

“The train has brought such pizzazz to the area that it has brought more awareness to our company.” --Ken Hunter, vice president of transportation for Concord Trailways, a bus company whose ridership between Portland, Maine, and Boston has risen 5% this year. He was quoted in a story by the Portland Press-Herald. The Amtrak *Downeaster* service, which began in December, included renovations to the combined bus and train station in Portland. Bus companies were opposed to the resumption of passenger service, fearing it would harm their business. Another bus company – one not located at the bus/train terminal – reports its Portland-Boston business is down by as much as 10% since train service began.

“The reward for Public Enemy #1 still stands – are we making any improvement in cleanliness of our restrooms and toilet systems? Any feedback or suggestions? What about our locomotives – are we doing a better job of washing on a daily basis? By the way, many employees ask me daily what they can do to insure our company is solvent and viable. My answer is very simple and clear – come to work every day. Basic stuff, but extremely important to our business and survival!” --Amtrak Chief Operating Officer E. S. “Stan” Bagley Jr., in a memo to employees this week.

“The tragic events of September 11 have forced our constituents to evaluate viable alternatives to driving and flying, and passenger rail, particularly Amtrak, was there when many of our citizens needed it. It is clear that a regional network of high-speed train corridors feeding into a national system of long distance trains operated by Amtrak is a real alternative, but is dependent on meaningful and sustained federal investment.” --Boston Mayor Thomas M. Menino, president of the U.S. Conference of Mayors, in a July 24 letter to President Bush. The mayors’ group reiterated its support for high-speed and conventional passenger rail during its meeting last month.

"After 32 years you know the feeling on a train. As soon as I felt slack action, I knew we were in trouble." --CSX engineer Robert Thamsen, who was aboard Amtrak's *Capitol Limited* with his children when the train derailed Monday in Kensington, Md. Thamsen called 911 from his cell phone, placing the first call to the dispatcher, who immediately notified emergency personnel, CSX said. Thamsen and his children were not injured in the wreck, and helped other passengers climb through windows.

AN E-MAIL TO THE YOUR EDITOR FROM AMAZON.COM

Greetings from Amazon.com

We have contacted the publisher by phone concerning the status of your order for *Speedway to Sunshine*.

The representative we spoke with indicated that this book has not been published and is not expected to be released until September 1, 2002. Release dates tend to fluctuate, however, so there is a chance that this will change. If we receive additional information about this, we will let you know.

Obviously, this was not what you expected when you placed your order and we would understand if you would prefer to cancel.

PROGRAM MANIFESTS

UPCOMING CHAPTER PROGRAMS

AUGUST – MONDAY the 12TH, 7PM. Video: *The Broadway Limited*, presented by Dick Alkus, and a report by Jim Sleeth on his recent visit to the American Orient Express shops in Lacy, Washington.

SEPTEMBER – MONDAY the 9TH, 7PM. Member Bill McCord will talk and show a video on the Chattanooga to Nashville portion of the NC & St L (Nashville, Chattanooga and St. Louis RR).

CURRENT & UPCOMING FLORIDA EAST COAST EVENTS

SEPTEMBER – SATURDAY the 7TH, 9am - 2pm. Train & Toy Show, Eau Gallie Civic Center, 1551 Highland Ave, Melbourne. Admission - \$3.00. Children under 10 free with parent. (321) 453-4125.



<http://www.ribbonrail.com/art/images/lantern.gif>

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<http://www.ribbonrail.com/art/diesel/engine-2.gif>

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NEXT MEETING: Monday, August 12, 2002, 7:00 PM
Central Brevard Library & Reference Center
308 Forrest Avenue, Cocoa (321) 633-1792
PROGRAM: Video - *The Broadway Limited*,
presented by Dick Alkus