

The *EAST COAST CHAMPION*

February 2002

LAST CALL FOR 2002 DUES

We hope you choose to come aboard and rejoin our Chapter of the NRHS! The dues for 2002 come due January 1. The National dues have increased this year to \$20 with the Chapter dues holding at \$13 for a total of \$33.00 payable to Florida East Coast Chapter, NRHS.

There are three easy methods to get your ticket punched by your friendly conductor: 1) Mail your check to the Chapter Treasurer, Bob Selle, 1013 Woodsmere Parkway, Rockledge, FL 32955; 2) Mail it to the Chapter P. O. Box shown on this newsletter; 3) Save your postage and envelope by paying Bob Selle at the meeting.

Don't be left with a ticket standing on the station platform without your monthly newsletter in your pocket.

PRESIDENT'S MEMO TO STOCKHOLDERS

Those who shared their Christmas railway-related gifts at show and tell at the last meeting received some really nice items. Trouble was there weren't many. Sorry to those of you whom Santa missed.

Our program last month was very special. As you know, Mr. Carey Slack talked to us about the history of Chapel Rail Cars. I knew only that they existed. Now I know why they came into being, how they were used, and a great deal more about them. Mr. Slack also passed around several nice pictures illustrating his information.

His talk was well received by all of those present. I might add that we had a really good turnout with 18 members and 5 guests present. It is programs like this that epitomize what the NRHS is all about. We learned some good and interesting rail history and enjoyed, as we might say, the journey.

Bob Sowden has donated another good book. We will sell chances for it at the February meeting. It is "Train Wrecks", a pictorial history of accidents on the main line by Robert C. Reed. This is an interesting book with lots of pictures. Bring your dollar bills for a chance to win.

Harlan Hannah will show us a video titled "The Rock Island Line", and he will pass out copies of a short history on the Rock Island Line.

Hope to see you all at the next meeting when we will take a ride on the Rock Island Line.

Until the 11th,
Stop, Look, and Listen,
Chuck

MINUTES FROM THE DECEMBER MEETING

President Billings called the NRHS, Florida East Coast Chapter meeting to order at 7:02 PM on January 14, 2002. Five guests were in attendance. They are Carey Slack, Jim Reebel, Arthur Tritsch, Jack Martin and George Cole.

APPROVAL OF MINUTES - The minutes of the December meeting were approved without correction. The motion to approve was made by Bob Smiley and was seconded by Ron Halverstadt.

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

OLD BUSINESS – President Billings read a letter and a copy of a press release received from the Brevard Museum of History publicizing the Tool Shed.

NEW BUSINESS – None

ANNOUNCEMENTS AND DISCUSSION – Harlan Hannah and George Gillette commented very favorably on the Prototype Rails convention that took place in Cocoa Beach the previous weekend.

Seth Bramson's revised edition of *Speedway to Sunshine* is now promised for release in March according to Jerry Sheehan. Advanced orders for the book can be placed through Amazon.com and Barnes & Noble.

Disney's railroad only is operating part time because of the decline in Park Attendance due to the public's terrorism concerns.

The Mt. Dora Scenic Railroad's new operator is running the Mt. Dora Cannonball five days a week. For the kids, Thomas the Tank Engine is coming to the Mt. Dora Railroad. The date is unknown.

Jerry Sheehan brought a copy of the current issue of Port Canaveral's magazine to the meeting. The magazine contains an article about the Florida East Coast Railroad by Ann Mann. The article credits Jerry for supplying the material for the article.

Up coming train shows: Feb. 2 – Kissimmee; Mar 2 – Jacksonville

The club's annual Christmas "show and tell" was held. Dave Klein brought three new books: *Interurban Electric Locomotives*, *J. G. Brill Company* and *Baltimore Street Cars*. Bob Smiley brought N-scale Kato PA & PB locomotives. Hal Greenlee brought a HO Allegheny by Rivarossi.

PROGRAM – The program subject was Railroad Chapel Cars presented by Carey Slack.

Harlan Hannah, Secretary

THE ELECTRIC NOTEPAD

by Dave Klein

Hello again and a belated Happy New Year! I also hope that Santa was good to you; remember that even a lump of coal is a present to a steam engine fan! Ho, Ho, Ho!

Remember when I told you about those ex-Shaker Heights (Cleveland) PCC's that were in storage in Buffalo? Since their use for a proposed extension to North Tonawanda (NY) is in limbo, the cars were put up for sale. Well, I saw a photo on the web site for the Brooklyn, New York Trolley group that shows a number of the cars on RR flat cars being delivered to them. The group plans a loop near downtown Brooklyn to run the cars; they already have a number of ex-Boston PCC's painted in Brooklyn colors shuttling on some trackage near the waterfront.

I read in the *Wall Street Journal* that the Tandy Center in Ft. Worth, TX, was up for sale. Tandy is the former owner of Radio Shack and used the ex-Leonard's department store complex. The store came with a "subway" that the Leonard brothers built using heavily modified ex-Washington, DC and (later,) Boston PCC cars. Tandy kept the system going but now wants to cut costs by moving from the downtown area. However, much of the downtown workforce uses the subway to get to work from a large parking lot a few miles away. City fathers are involved to insure the line's continuation, if at all possible.

My brother sent me a flyer touting the latest Citigroup train layout. Every Christmas a Lionel-sized layout has been put on display at the Citigroup (formerly Citicorp) complex in Manhattan. He says that it was great and was describing a lot of the little scenes on the layout. Great PR for model railroading.

Speaking about great PR, the Olympics in Salt Lake City will put Light Rail on display. The system is brand new and should give the public a fresh look at the concept. Due to the expected influx of crowds, they borrowed some

cars from Dallas to help out. Maybe visitors from O-town will get out there and see that a system planned by need and not by politics can work; unfortunately only politics can pay for it.

The new AIA "trolleys" are here! They look like the "loaners" they replaced, but appear wider. As they now have the ADA equipment, the other vehicles were returned to other routes.

Your intrepid reporter heard that a local restaurant has a model train deliver your order to you. So as one of my research projects, I had a meal at the Taiho Japanese restaurant's new location near TJ Max; they moved recently due to the construction of the new Merritt Island Publix on SR 520. The restaurant has a sushi bar on the right and a number of grill tables on the left. Anyhow, you should know that only the sushi bar has a loop of G-gauge track around it with a train of LGB flat cars to hold the dishes. The train was not running during my meal. The food was fine. I must say, however, that the train gimmick has been done many times before and I have never seen one last.

It seems that there might be some more Federal money available for Amtrak for the FEC passenger operations. Will it come before or after Amtrak itself gets funded? Stay tuned.

The Tampa Trolley operation overcame the grade crossing liability problem with agreement that a flagman at the CSX tracks should be enough. The flagmen will cost about \$100 grand a year. *The Electric Railway Clubs of Florida* notes that some poles and wire has been strung at both ends, but the CSX crossing joining them hasn't been started. Supposedly a test of one of the cars on the line didn't go over too well.

From the Internet and *Rail Transit On Line*, via the *Electric Railway Clubs of Florida*, comes word that \$13 million contract has been awarded for a facility to maintain and store New Orleans' new 24-car Canal Street fleet. The site is to be behind the A. Philip Randolph Operations Center which is near Canal Street. A bus garage exists there now. The Canal Street trackage should reach that area later this year. The present Carrollton Station carbarn that maintains the St. Charles (green) and Riverfront (red) cars has been expanded with some new trackage and a paint shop. Five new car bodies are complete and a sixth has been started; contracts have been let to a local company to install the trucks and electrical gear. The Canal Street trackage is being installed as we speak (read?). The Canal Street and Riverfront Line cars will be housed at the new carbarn. Expansion to the outer end of the St. Charles line to form a loop is being contemplated.

Operation over the lines can be very complex. If any of the new ADA-equipped cars picks up a paying passenger along the St. Charles Ave. line going to or from the carbarn(s), "that would constitute 'handicap accessible' service, which could not legally be replaced by the non-ADA-compliant Perley Thomas cars". The original (green) cars have a historical waiver and it is feared that if an ADA-equipped car picks up a passenger along St. Charles or Carrollton Avenues, that "this accommodation would jeopardize the waiver and possibly render the 1923 cars unusable." I'm sure that if it ever happened, then a mix of car types would be forced on the system, such as the policy on the original Riverfront fleet that required those ex-Melbourne, Australia, trams. Lots of cities were forced to do similar things as part of accepting Federal money; our AIA "trolleys" were no exception. Your tax dollars at work.

While on the Internet, I searched for 'Tampa Trolley' and found a Web Site to an engineering group that had proposed drawings of that line plus animation of the LYNX Light Rail system in Orlando, the FOX system, plus some bridges and terminals that they designed. Nice site, but I forgot the name!

On a happier note, don't forget Fred Rose's next show in Eau Gallie on March 2nd. See you next time!

STACK TALK

by Neil Moran

It seems to be "end of track" as far as steam operations on BC Rail out of North Vancouver are concerned. There seems to be no hope of refurbishing either Royal Hudson #2860 or Consolidation #3716, so it looks like after 26 years of steam operations to Squamish an era is coming to an end. BC Rail is unable to secure the required four million Canadian dollars, and sees no alternative to shutting down the operation. The locomotives are owned by the province of British Columbia, and according to BC Rail Vice-President - Communications Alan Dever, "We are preparing the engines for static display due to the government not telling us what future plans they have in store for them." He continued, "We are protecting them until such time we receive directions from the owner." BCR claims

ridership has fallen over the last ten years, from 75,000 in 1991 to 35,000 in 2001. As of now BC Rail is closing its North Vancouver steam shop, which maintained both locomotives along with Canadian Pacific Hudson #2816, now based in Calgary. Apparently Al Broadfoot has exhausted all avenues of getting outside financial help so far. But he will continue his quest. "I will not give up!" he said, "We have helped build nine locomotives there, and I'd like to continue!"

In other news north of the 49th Parallel, Consolidation #2141 ran a "Holiday Special" around Christmas Day out of Kamloops to Kelowna. This was a two-day round trip with the train staying over at Kelowna. As far as I hear the Consol ran smoothly and everybody had a great time on board. The distance between Kamloops and Kelowna is about 80 miles, so #2141 really had a chance to stretch her legs and get a good workout. The sponsoring group so far has gotten permission from Canadian Pacific to run two trips over to Kelowna, and hopes the railroad will continue to support them on future outings.

When Canadian National #6060 ran her ten-day trip in October from Hinton, Alberta, to Jasper, she racked up nearly 900 miles, most of it without any assistance from the diesel that was behind her for protection. There remains a slight possibility that BC Rail may yet bring her out to North Vancouver to run. Unfortunately Tom Payne's ex-Reading T1 #2100 is no longer a possibility, nor is there any truth in that wild story that Ross Rowland's #614 might make the trip out from New Jersey.

Now, here's some exciting news from the "left coast." Ex-Southern Pacific "Daylight" engine #4449 most likely will be making a three-day trip out of Portland, Oregon, to Sacramento, California. The excursion will start from Portland on March 15, with an overnight stop at Bend, Oregon. The next day she'll run to an overnight stop at Westwood, California; and arrive in Sacramento on March 17. As of this writing (early January), it's not clear whether this run has yet been approved by Burlington Northern Santa Fe and by Union Pacific. There are schedules to be made up, and that nasty word "insurance" to be dealt with. Since this excursion is open to the public, insurance is always a major consideration. One way prices will be \$540 in coach, \$649 in club cars, and \$749 in the dome cars. Presently the plan is to go through the Inside Passage route after leaving Klamath Falls, Oregon, and then through the spectacular Feather River Canyon and on to Sacramento. The return trip starts on March 22, again with stops at Westwood and Bend, returning to Portland on March 24. It is not definitely known whether it is planned to repaint #4449 to her original Daylight colors, or keep her in her present black and green color scheme. By the way, both trips will traverse the Keddie Wye, a place you want to be if you're chasing.

The Golden Gate Railroad Museum in San Francisco has begun work on the 1921 Baldwin P-8 class Pacific #2467. Repairs will also start on Former SP Pacific #2472. The GGRM now has five locomotives in their facilities. Recently, former SP Consol 2-8-0 #2708, owned by GGRM member and Amtrak engineer John Manley was brought in. Restoration will begin soon, as the frame and boiler presently are separated. Residing at the museum too are a Belt State 0-6-0 and a Southern Pacific 0-6-0.

If you can't wait to see the Daylight runs next month, and you really need a steam "fix," try heading out to the Heber Valley Railroad in Utah. Bright, sunny days await you at Soldier Hollow, venue for some events of the Winter Olympics. You're advised to bundle up; temperatures typically are below zero at night, rising to a toasty fifteen degrees Fahrenheit in the daytime. But if you're game enough, and what steam fan is not, you'll be able to see *three* steam locomotives in action at the same location; if that's not enough of an enticement, I don't know what is. Nevada Northern 2-8-0 #93, visiting from Ely, Nevada, will team up with Heber Valley's two Consols, #618 and #75, to power passenger runs from Heber City to Soldier Hollow during the games. Nothing like steam, snow, and spectacular mountain scenery, once you get past the chilly weather anyway. The Nevada Northern Railway Museum recently rebuilt #93 so it could assist Heber Valley's two engines at the Olympics. The Olympic Games are sure to attract thousands of visitors, many of whom may never have seen a steam locomotive in action, if at all; so the three engines will be put to the test transporting crowds for two weeks. I'm sure the steam operations will be a main topic of conversation among the visitors. If you haven't gotten a room reservation yet, sleeping in your car is hardly recommended at the cold temperatures expected; but then again, we steam aficionados are made of true grit!

Moving up to Willmar, Minnesota, the Kandiyohi County Historical Society has done a nice job in cosmetically restoring Great Northern P-2 class 4-8-2 #2523. The Mountain-type has been on permanent display at the Society's museum in Willmar since October, 1965. When the engine was donated she was in excellent condition with a fresh coat of gloss black and glacier green paint. But after 30 years of exposure, deterioration set in and the museum decided to give her a much-needed facelift. Now, she looks like a Great Northern steam locomotive should look. This once-proud engine pulled prestigious trains such as the *Empire Builder* and *Oriental Limited* before retiring in

1955. No. 2523 is one of only two engines of the P-2 Mountain class still in existence. The other, #2507, is stored in the guise of a Spokane, Portland & Seattle engine in Pasco, Washington.

Back last November the Old Dominion NRHS Chapter fired up their ex-U.S. Army, nee-Albemarle Paper 0-6-0 tank engine. No. 5019 did some switching in the Holisboro Yard in the Richmond, Va. area. The diminutive tank engine moved some of the Old Dominion Chapter's rolling stock around for a few hours. As far as any future activities, no word yet!

After many false starts, the Edaville Railroad is back in business. A group called Cran Rail Corporation has revitalized this two-foot pike. The group originally tried to purchase the railroad in 1992 but were rebuffed. But finally in May, 1999 three Massachusetts railfans headed by Jack Flagg formed the new corporation and got a 20-year lease of the property, including all track and buildings. After a long running negotiations with Atwood Estates which had seen several other groups pull out, Cran Rail hammered out a deal and purchased the property. Two small diesels provided power in 1999 after much work was done to the rails and roadbed, along with new rolling stock. The line's original rolling stock was either sold or stored not serviceable. As of October, 2001, the rolling stock has been augmented with a couple of coaches, a combine, six open cars and a caboose. Also on the property is ex-B&H 2-4-2T #7, stored inside the shop. She is owned by another concern and cannot be used at present. At the present time the only locomotive operating is #21, *Anne Elizabeth*, brought to the railroad in 1996 by the Edaville Entertainment Group. This engine was built in 1938 and spent most of its life on the Colonial Sugar Company's lines in far-off Fiji, before being acquired by a private party in California. The 0-6-0 was completely rebuilt in 2000, and had a new cab and knuckle couplers installed along with a new pilot. She was steamed up last fall during the Cranberry Festival in October and performed well. The engine ventured out again in November and December, during the holiday season. Now she sits in the engine shop undergoing repairs. Great to have this little sister back with us again.

Our last stop is the Franklin Institute Science Museum in Philadelphia. The museum has renovated its train room to resemble a factory floor at the Baldwin Locomotive Works. Presently stored there and on permanent display is Baldwin #60000, built as a demonstrator in 1926. It was never sold to a railroad and has been on display since 1933. Now with special effects (just like in the movies) #60000 moves twelve feet back and forth with simulated steam, working gauges in the cab, and a look-alike fire in the firebox. Sounds like Steven Spielberg's been involved with this project! Now all we need are a mockup of Indiana Jones riding a horse alongside of it.

Many thanks to John Biehn and Don Clark (Dayton Railroad Society), Ed Emery (Toronto, Ontario, Canada), Lee Beaujon (Railroad Enthusiasts - New York), Ed Bergen (Camden & Amboy Society), and John Bobsin (NRHS - New York); I remain your most obedient servant in steam,

UNTIL OUR TRACKS CROSS AGAIN.

REVISED & ENLARGED EDITION OF *SPEEDWAY TO SUNSHINE*

from amazon.com and your editor

Speedway to Sunshine by Seth Bramson List Price: \$39.95 Amazon.com Price: \$27.96 You Save: \$11.99 (30%)

This item will be published in March 2002. (See above January meeting minutes for the latest "skinny".) It can be ordered now and it will be shipped to you when it arrives. Increase your savings and pick up an extra copy or two for a buddy at the NRHS Chapter. One purchased now is eligible for **FREE Super Saver Shipping** on orders of \$99 or more. (That's only four copies of this book and you get free shipping to boot. Buy that many and one should say, the author autographs them willingly, no questions asked!) There will be no state sales tax added to your order, saving you even more.

Amazon.com notes that purchasers (actually orderers) of *Speedway to Sunshine* also have purchased:

Seaboard Air Line Railway: Steam Boats, Locomotives, and History by Richard E. Prince

Atlantic Coast Line: Standard Railroad of the South by William E. Griffin Jr.,

Starlight on the Rails: Photographs by Jeff Brouws, et al

INTERESTING RAIL NEWS

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

No reefers needed for these CSX unit trains

How do you get rid of seven feet of snow in the yard? By the trainload, of course.

That's what CSX is doing in Buffalo, N.Y., where about seven feet of snow fell in a four-day span beginning Christmas Eve. CSX has run three "snow extras" out of Frontier Yard in Buffalo. Train X-400-02, with CSX SD60M 8768 and C44-9W 9031 for power, hauled 86 loads of snow, totaling 2952 tons. An earlier train, X-401-30, had 88 loads totaling 3035 tons, according to the Conrail Technical Society. The first two trains headed for warmer climes in Florida, where the snow will melt and the cars will be returned to revenue service, said CSX spokesman Bob Sullivan. The third 110-car train is currently in Philadelphia, he said (and where light snow fell today). Conrail performed similar operations when Old Man Winter pounded Frontier Yard particularly hard.

Attention railfans: The Association of American Railroads wants you

The AAR's redesigned Web site (<http://www.aar.org/>), which launched on Saturday, includes a new page called Railfans Only. For now, the page is only a teaser. It will officially debut in March, and AAR officials won't say much about the site – or the club that will be open to fans – until then. But it appears that the AAR, besides doing outreach, may want to enlist fans as a sort of public relations army. "AAR believes that railfans realize the importance of railroading's future, so our RailFanClub will stress looking at the tracks in front of us, rather than a look at the road already traveled," the Web page says. "Our RailFanClub will keep railfans informed about recent innovations in freight railroading, and will offer fun games, savings on merchandise, and eye-catching photos and discussion boards," the page says.

Union Pacific to lease Green Goat switcher

Union Pacific has signed a one-year lease on the "Green Goat" hybrid switcher, which it will station at its Roseville Yard near Sacramento, Calif. The RailPower Technology 2000 hp Green Goat – a radically rebuilt GP9, former Southern Pacific 2890 – uses a microturbine, in conjunction with batteries, to improve fuel economy and reduce pollution.

UP says it is always looking for ways to cut locomotive emissions and operate more cost effectively. The Green Goat may fit the bill on both counts. "The Green Goat switcher offers the opportunity for substantial operating cost advantages through lower fuel usage, lower maintenance and higher productivity. Union Pacific has looked at several options for replacing our aging switcher fleet and the Green Goat has the strong advantage of having a capital cost that makes sense to the railroad for a 20-year solution," said Michael E. Iden, UP's general director, car and locomotive engineering.

RailPower is first eyeing the California, Texas, and New York markets – which are trying to reduce air pollution – for the Green Goat. The locomotive cuts fuel costs by 30 percent and pollution by 90 percent. Its 30 batteries supply 95 percent of the locomotive's horsepower. The balance is supplied by the microturbine, which also recharges the batteries.

Amtrak offers free companion fare, plus Web site contest

If you've been putting off that Amtrak trip, now would be a good time to climb aboard. Amtrak is offering a buy one ticket, get one free companion fare deal for travel between today and February 28. The free companion fare deal ends February 21. For details and restrictions, visit Amtrak's Web site at <http://www.amtrak.com/>. The Web site also has an "On Track to Win" contest in which participants can win a pair of tickets to any of the 500 cities and towns served by the national passenger railroad. The grand prize winner will also receive a two-night hotel stay, free rental car, and \$500 MasterCard gift card. This, and with other prizes, will be awarded in March.

Will the West get a juice train?

Tropicana may begin shipping juice from Florida to the West Coast in specially designed tank cars next year if tests go well, a Florida newspaper reports. Union Tank Car and Tropicana have developed a 22,000-gallon tank car suited for transporting juice, the Venice Herald-Tribune reported. Shipping the juice to California by rail would save 30 percent over trucking costs, the company said. If railroads, presumably CSX and Union Pacific, could deliver the juice to the West Coast consistently in seven to nine days, Tropicana would be sold on the rail service. Tropicana is no stranger to rail service, of course. CSX operates its unit trains of reefers on the East Coast.

NS shaves more time of Chicago-Atlanta intermodal runs

Norfolk Southern has shaved up to three hours off the schedules of its intermodal trains operating between Chicago and Atlanta. With the July 30 opening of its terminal in Austell, Ga., NS immediately chopped three hours off the schedules of trains 215 and 216. Now, after five months of 100 percent on-time service with the trains, NS is making southbound traffic available at Austell two hours earlier. Northbound traffic will be available three hours earlier at Landers Yard in Chicago. The railroad offers second-morning service between Chicago and Atlanta.

Canadian Pacific frog shop to croak in May

Canadian Pacific today said it will close its Lethbridge (Alberta) Frog Shop in May. In conjunction with the shop closure, eight positions will be eliminated and an additional 12 positions currently based at the shop will be relocated to adjacent CP facilities in Lethbridge. The shop produces second-hand frogs for use on CPR's network. In the future, the railway intends to purchase new frogs from third-party manufacturers, which it says is more efficient.

Amtrak's officially interested in extending *Kentucky Cardinal*

Amtrak notified CSX on January 18 that it is interesting in extending the Kentucky Cardinal from its current terminus at Louisville, Ky., south to Nashville, Tenn. *The Nashville Business Journal* reported that Amtrak officially notified CSX last week. The move comes less than a month after Amtrak and CSX operated a test train over the route. The 180-mile route extension would allow Amtrak to earn revenue from a train set that otherwise would sit idle at Louisville before turning back to Chicago. The Kentucky Cardinal was extended to Louisville in December. Previously, it terminated across the Ohio River in Jeffersonville, Ind.

Yahoo and Amtrak team up for Internet trains

Internet company Yahoo and Amtrak today rolled out the first Internet-enabled passenger trains in the U.S., featuring cars wrapped in Yahoo's purple and yellow colors. The cars will run on three "interactive" train routes for up to six months: *Acela Express* in the Northeast Corridor, the Chicago-Milwaukee *Hiawathas*, and the *Capitols* in Northern California. The interactive trains offer passengers access to Yahoo content and service on Compaq iPaq Pocket PC's.

Quotable

"I'll be blunt. Amtrak's made some real bonehead plays. On the other hand, if we do want passenger train service, let's decide what we want, how much we want - and then pay for it. This whole debate over funding reminds me of the saying, 'Everybody wants to go to heaven, but nobody wants to die first.' Yes, everybody wants train service. But nobody wants to put up the funds." --William Shapotkin, president of the Railroad Club of Chicago, quoted in a *Chicago Tribune* story on railfans.

"Sens. Joe Biden (D-Del.) and Ernest "Fritz" Hollings (D-S.C.) may have had a few egg-nogs too many before the holidays when they slipped an amendment into the defense appropriations bill effectively bailing out the government's poster child for inefficiency, Amtrak. By barring Amtrak from spending money on its own required 2002 liquidation, the senators have pulled the mismanaged government railroad's fat from the fire, likely leading to more taxpayer subsidies. For favoring bailouts for Amtrak instead of fundamental reform and privatization, Citizens Against Government Waste (CAGW) awards Biden and Hollings its January 2002 Porker of the Month." --From the taxpayer group's press release on the senators' Amtrak measure.

THE FUNNY SIDE OF THE TRACKS

from <http://www.ironrails.com/humor.htm>

FOR SALE: 30 year old conductor's RR lantern. Used three times, turned on once!



Up in the Ozarks, there was a mountaineer that was reputed to have the best hunting dog ever by the name of Conductor. Three city folks went up in the mountains and wanted to rent him.

"Good hunting dog, gonna cost ya \$50.00 a day." They agreed, and three days later came back with the limit.

The next year they came back. "Conductor got better, gonna cost ya \$75.00 a day," said the mountaineer. Again they agreed, and two days later came back with the limit.

The third year they came back and told the mountaineer they had to have Conductor, even if it cost \$100.00 a day.

"You can have the worthless mutt for \$5.00 a day, and I'm overcharging you \$4.00."

"But we don't understand, what happened to him?" asked the group.

"Well, a crew from that there Dallas come up and rented him. One of those idiots called him Engineer, and he's been sittin' on his ass barkin' ever since!!!"

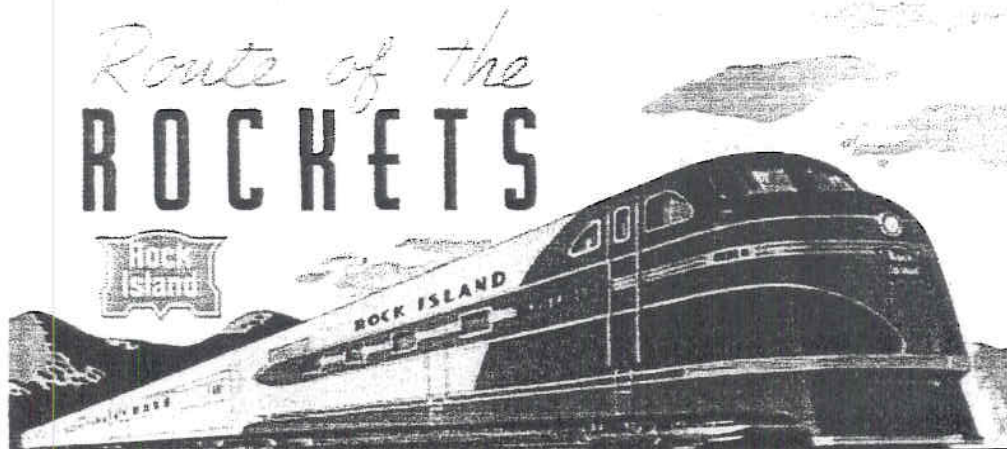


Three conductors were all asked, "When you are in your casket and family and friends are mourning upon you, what would you like to hear them say about you?"

The first one says, "I would like to hear them say that I was the greatest conductor of all time, and a great family man."

The second one says, "I would like to hear them say that I was a wonderful husband and conductor who made a huge difference in the way trains are run."

The last guy replies, "I would like to hear them say..... "LOOK!!! HE'S MOVING!!!"



<http://www.rockisl.com/CGI-bin/test.pl?request=Travel,Trains,NewStreamliners,1,16>

THE FUNNY SIDE OF THE TRACKS

from Doug Wooten, CP Conductor, St. Paul, MN

After passing the engineer's examination, the instructor asked the young woman why she wanted to be a railroad engineer?

"My father said it would be a good idea to be in a profession that means something," she proudly exclaimed.

"What does your father do," asked the instructor.

"He's a conductor."

A conductor and an engineer were sitting in the barbershop. They were both getting finished with their shaves---the barbers were reaching for some after-shave to slap on their faces.

The Engineer shouted, "Hey don't put that stuff on me! My girlfriend will think that I've been in a whorehouse!"

The Conductor turned to the barber and said, "Go ahead and put it on. My girlfriend doesn't know what the inside of a whorehouse smells like."

PROGRAM MANIFESTS

UPCOMING CHAPTER PROGRAMS

FEBRUARY – MONDAY, the 11TH, 7PM. Member Harlan Hannah will show the video *The Rock Island Line* and pass out a short history of the line to members present.

MARCH – MONDAY, the 11TH, 7PM. Member George Gillette will provide the program. Since George is out of town at this printing, the title of his program is not available at this time.

CURRENT AND UPCOMING FLORIDA EAST COAST EVENTS

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

MARCH 2 – Jacksonville Railroadiana & Toy Show, 9 a.m. to 4 p.m. at the Prime Osborn Convention Center in Jacksonville. FL.

ROCK ISLAND LINES

<http://www.rockisl.com/CGI-bin/test.pl?request=Travel.Miscellaneous.ChRRFair48.2.2>

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*Route
of the* **ROCKETS**

<http://www.simpson.edu/~RITS/histories/57Report/PAGE2.HTM> <http://www.simpson.edu/~RITS/histories/TTS37/cvr2.gif>

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NEXT MEETING: Monday, February 11, 2002, 7:00 PM
Central Brevard Library & Reference Center
308 Forrest Avenue, Cocoa (321) 633-1792
PROGRAM: Harlan Hannah shares the video *The Rock
Island Line* & more about the line