

# The *EAST COAST CHAMPION*

February 2003

## 2003 DUES PAYABLE NOW

from Walt

Yes, there is still time! Chuck Billings called last month to say I should remind the members that the dues are now payable. I shall use the words of Eugene Garfield (President of the OLD Auto-Train) when replying to all the creditors as the company slid into bankruptcy. He'd say "Your check is in the mail". Please tell us the same....but mean it. The dues for 2003 came due January 1. The National dues remain this year at \$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 the transportation surcharge and envelope by paying Bob Selle at the meeting. Don't be left standing on the station platform.

## PRESIDENT'S MEMO TO STOCKHOLDERS

Here's a little anecdote that has lurked in my mind for quite a while, but I didn't really think to do anything about it until I was elected President of the Florida East Coast Chapter of the NRHS.

In 1962, I had been out of the Air Force for 3 years and had been working on the ERIE and after the merger, the DL&W side of the Erie-Lackawanna. I was working a local freight from Binghamton to Cortland, NY., and return and the engineer would occasionally be a man named Robert Templeton. Bob was a pretty quiet guy, the result of a family tragedy (his son, an engineer too, was run over by a state trooper).

You can't really go up the railroad sharing an enginecab and not get into conversation and gradually, Bob got to talking. He was near retirement and had been on the railroad a long time and was one of those men who would share his knowledge of locomotives and railroading in general - unlike some of the old heads who treated their knowledge as though they were the high priests at the temple of Jupiter.

One particularly cold day as we left Binghamton at 6:30am with the temperature hovering in the teens, I remarked that I wished I was in Florida. Bob told me that he used to work there regularly. I'd always thought that like most of the 'DL' men he never left the area. 'Nooo', he drawled, "I worked as an engineer for the Florida East Coast in the winters when they were really busy. They were desperate for experienced passenger men and I wasn't the only Binghamton man who went down there for years". Things were kind of slow in the winter on the 'DL' and they were happy not to have to furlough men & pay the unemployment. Bob and several others worked out of New Smyrna usually on the extra board handling whatever came their way. The only difference was the FECs' engines were oilburners and the DL&W only rostered ONE 4-6-2 oilburner....all others were coal fired engines. He told me there was lots of money to be made since the trains in the late 40s ran in many sections with light engine moves, freights and locals. You could have as much work as you wanted and since his family stayed in Binghamton, Bob worked all he could.

The FEC provided the engineers with a caboose to live in and (using the 'N' word) someone from the diningcar department to cook meals for them & keep the caboose cleaned up. For this service, a nominal fee was deducted from their pay. There were some engineers from other Northern roads, but Bob only knew the DL&W man who lived with him and worked out of New Smyrna Beach. He told me he'd run their 4-8-2 mountain types in freight and passenger service and some of the new diesels as well.

As you can see, this was the best of all possible worlds for the men and the Railroad Company as well. The Company (both of them) got experienced men when they needed them and never had to pay unemployment benefits since the men were never unemployed. When passenger service slowed down on the Florida East Coast, Bob and the others would get a pass and ride back up to the DL&W just when they were needed up there. Their

caboose and servant would be waiting for them next year when the Yankees headed to the 'Land of Sunshine'.

I was just thinking 'What a great situation' when Bob told me how it all ended. Some jealous person in Scranton wrote a long letter to the officials of the union and the DL&W about having dual seniority, questioning the loyalty to the DL&W of these men. They all had to make a choice and Bobs' was to stay in Binghamton on the DL&W. In view of the ensuing long and bitter strike on the FEC, it was a good choice for him, but he must have missed running on 'The Speedway to Sunshine' on those bitter cold mornings.

Regards,  
Walter E. Smith

### MINUTES FROM THE JANUARY MEETING

Chapter President Walt Smith called the meeting to order at 7:15 PM on January 13, 2003. One guest, Marion Rentz, was present.

TREASURER'S REPORT – Bob Selle gave the Treasurer's report. Bob noted one correction to the annual report appearing in last month's bulletin. Dick Alkus moved to approve the report as corrected. John Prestopino seconded the motion.

APPROVAL OF MINUTES – Dick Alkus moved to approve the minutes as printed in the newsletter. Jerry Sheehan seconded the motion. The motion passed.

Bob Smiley announced that chapter member Dave Klein's mother had passed away. Walt Smith made a motion that a sympathy card be sent to the family in behalf of the chapter. The motion was seconded by Jim Reebele and was passed. Walt will pick up the card.

OLD BUSINESS – None

NEW BUSINESS –

- Dick Alkus indicated that he had a number of railroad videotapes that he will donate to the club to be raffled off.

REPORTS AND ANNOUNCEMENTS –

- Jerry Sheehan announced that he had discount cards for the Volusia County railroad show. Jerry also announced the Jacksonville show would be Valentine's day weekend and that he had an Erie Railroad lantern for sale that is in excellent shape.
- Bob Selle announced that he would be going to Tampa to ride the new trolley cars and will have personal observations for the next meeting.
- Walt Smith spoke about the need to preserve personal collections when the owner is no longer able to retain them. Walt indicated that he has donated a number of records to the Florida Historical Society Library in downtown Cocoa from the Jacksonville Terminal Railroad. Walt had saved the records from the old Jacksonville Terminal before the building burned. Walt suggested that other chapter member consider donations to the Historical Library.
- The writer reported that the copies of the book *Speedway to Sunshine* which were ordered for chapter members are available for pickup at the Garden Street Depot in Titusville.

PROGRAM – Walt Smith presented a slide show of photos he took during his railroading career on the Erie Railroad, Lackawanna Railroad, and Auto-Train.

## STACK TALK

by Neil Moran

In this issue let me cover the remainder of Jing Peng Pass in Inner Mongolia. We'll start off east of Reshui (our base hotel). About four miles east there is a two story station at Galestai where the passenger trains stop. To the right the westbound trains come through three sets of semaphores after coming through a deep cut. You set up just at the edge of the station platform and watch the trains pass under the semaphores and go by the station with the ever present station guard watching the train going by with his trusty red or green flags in hand to signal the conductor on the rear guard's van. Here also eastbound freights will stop to let western traffic go by. It's a great place for meets. The start ups are not spectacular as the eastbound trains just roll out of the station. About two miles west of Galadesitai Station there is a bridge where you can get trains going in each direction doing 20 mph with a full plume of smoke. Reshui offers a grade crossing on a 1% grade for westbound traffic. This is a good location. Just beyond the grade crossing westbounds go over a long bridge, and this is very effective for a late afternoon silhouette shot. Heading up into the pass itself you can drive up near the summit tunnel and watch traffic go along an embankment past a typical village. This location is best taken in the afternoon. On the other side of the summit tunnel the train comes out past two sets of semaphores past Shangdian Station. Here again many meets take place with westbounds having the right-of-way. They also pass three additional sets of semaphores while passing eastbound freights waiting on a siding. You quickly move down past the station and grab the eastbounds going through the station then going past two sets of semaphores into the tunnel. This is a place you want to be. Another excellent place is the famed brickworks. Here again the van takes you through a village narrowly missing people on bicycles, three wheeled vehicles, pedestrians and the usual array of farm animals. All done with the skill of a New York taxi driver. Once you get out of the village a mile later you enter a valley where the tracks come up from the right with a river between you and the railroad. Eastbounds are the prime targets. You are actually standing in the middle of a horseshoe with the train steadily climbing a 2% grade as it passes you on the other side. Bring plenty of film for this location. Moving further west and past the famous curved viaducts by the road, head to the Simayi station. Again three sets of semaphores and for eastbound traffic, a 2% grade with a deep cut. Here there are frequent meets as the eastbounds slugging up the cut have the right of way. At the most western part of the pass lies the Xiakenzi station, a paradise for any steam fan. Once again, lots of meets, along with four sets of semaphores and westbounds getting a servicing for at least a half hour. As trains come in an easterly direction they too will stop for servicing before heading up into the pass. Also light 2-10-2s come in and are used at times as helpers. Sometimes two new engines will be put on to relieve other locomotives. At one time our group spent an hour and a half just watching the action. I might add that the start-ups in both directions are incredible. Since the trains stay over for at least a half hour steam pressure builds up. So when the engineer opens the cylinder cocks, steam pours out and envelops the engines at times for over 30 seconds. A sight to feast your eyes on. Next month we will travel toward Daban, a place that time has passed.

We now return to our regular format and some sterling news from Canada. Canadian Pacific #2816 looks like it will come east into Montreal either in May or June. The reason this Hudson type 4-6-4 is due in is because the Canadian Railway Museum in St. Constant has been refurbishing their buildings and planning a re-opening to the public. Hence the #2816 invitation. The locomotive, now stored in Calgary, Alberta for servicing will remain there until sometime in the spring. C.P. has not announced any schedule as yet, but this should be forthcoming soon. Saint Constant is located about 30 minutes from downtown Montreal, and houses some of the finest collection of steam locomotives in the country, along with one hundred and twenty pieces of rolling stock.

Moving westward to Toronto, news has reached me that the movement of former C.N. #6213 into the former C.P. John St. roundhouse will be delayed indefinitely. The 4-8-4 still resides in Exhibition Park in the downtown area. There is a lot of cleaning up to do as a large amount of debris has been left since closing down the location. How long the "clean-up" will take is anyone's guess. Several stalls must be emptied of old railroad equipment and put on trucks to be transported to another site. Right now Toronto is feeling the economic crunch too, and this is not high on their priority list. So until something happens #6213 will languish in Exhibition Park.

We now enter into our country and the news isn't much better. The proposed excursion of #4449 from Portland to Sacramento in March has been cancelled due to the outrageous insurance rates. Doyle McCormack tried very hard to combat this problem but ran into a brick wall. The engineer was going to stay in its "Freedom Train" colors to continue with the "American Spirit" mode. However the insurance company could care less what colors she's painted in.

I have news too that the fan trips out in the Portland area with former Spokane, Portland and Seattle #700 have been shot down as well. These were going to be day trips to various locations, but again due to that astronomical insurance rate these excursions have literally gone up in smoke.

How about some good news? The twin cities of Minneapolis-St. Paul have been selected to operate the NRHS Convention in 2004. The dates selected are June 29 through July 4, with the host being the North Star Chapter NRHS. There are three day trips scheduled so far. They have spoken to three steam operators about the convention, and hope to hear from them soon. Maybe a possibility of a fourth engine coming too. Presently, no contracts have been signed, so these trips could be changed. Other events include a night photo session and a dinner train at night, along with the usual banquets and business meetings. This chapter is fortunate in the fact that three of the locomotives are housed nearby. The Milwaukee Road 4-8-4 #261 is stored in Minneapolis while the Soo Line Mikado #1003 and Pacific #2719 are in Chippewa Falls, Wisconsin. Also a possibility of Northern Pacific 4-6-0 #328 now at Osceola Wisconsin might be available. Surprisingly there might be a fifth engine in the wings. Union Pacific's 4--6-6-4 #3985 might be induced to make an appearance. The U.P. has in the past made several appearances at other NRHS conventions so this would come as no big surprise if indeed she made a showing. So when you consider a possibility of five steam locomotives appearing it reminds one of the 1990 convention at St. Louis when we had four locomotives in operation. Of course the most recent convention on the Grand Canyon Railroad in Williams, Arizona was no slouch either, with three engines. The upcoming convention in Baltimore, Maryland could go either way. They plan on having four or five locomotives showing up but with *no* excursions running under steam at all.

I'd like to pass on to you news of a few steam locomotives that are being worked on. We start off in the Cornhusker State of Nebraska. U.P. Challenger #3977 has been displayed at Cody Park in North Platte since 1968. She was recently repainted into UP's two tone gray scheme, complete with replica smoke deflectors. The locomotive is part of the Cody Park Railroad Display which is maintained and operated by volunteers of the North Platte Rail Buffs. Boiler jacketing, tender, cab and smoke deflectors were painted in light grey. There was a dark grey stripe running alongside the center of the tender and below the cab window; Armour Yellow applied to striping and lettering. In 1945 these types of engines were assigned to passenger service on U.P.'s Northeast District to eliminate the need for doubleheading in Oregon's Blue Mountains. All ten 4-6-64s were converted to oil firing and smoke deflectors were installed for this duty. Presently there is no plan to restore the Challenger to active service (where would they run her?).

Down in Gunnison, Colorado ex Denver & Rio Grande Western 2-8-0 Consol #268 was returned to the "Bumblebee" colors it wore during the 1950s. The Consol has resided at the Gunnison Pioneer Museum since its retirement in the 1950s. This repainting consists of "Grande Gold" cab, tender, domes, and headlight. The smoke box is painted silver along with the running gear, with black striping and lettering. By 1949 it had served the D&RGW for nearly 70 years, and the railroad surprisingly spent \$20,000 to overhaul and repaint #268 as the *Montezuma* of the fictional Cripple Creek & Tincup Railroad at the Chicago Railroad Fair in 1948. In 1951 she was given a starring role in the movie "Denver & Rio Grande." That featured Sterling Hayden, Edmond O'Brien and Rhonda Fleming, which didn't exactly stick to the history of the Rio Grande. She returned to service in 1952 wearing the Bumblebee paint scheme pulling freight trains, and quickly became a favorite of railfans and photographers. By 1954 it was the last narrow gauge 2-8-0 operating on the Rio Grande. During its retirement the diminutive Consol took her share of being abused. Fake headlights, smokestack and other insults were heaped upon her. Fortunately, #268 is back in the paint scheme she was born in being completely repainted and reassembled along with re-lettering. "The old girl is looking just fine now" said one admirer. "Now if we can just get her to the ball."

We move now back to big power at Pueblo, Colorado. This Northern type #2912 was built by Baldwin in 1944 and has been the subject of several failed restorations. She was one of the 2900 series dubbed "war babies" for the AT&SF. A few years ago the Pueblo Locomotive & Rail Historical Society took on the task of rebuilding her. To date, all appliances have been finished to meet the manufacturer's specs using his drawings and parts or their equivalents. The air compressor was rebuilt using original Westinghouse parts. The running gear and tender axles and all drive rods have Timken roller bearings installed. She was completely inspected by Scott Lindsay of Steam Operations, Inc. of Birmingham, Alabama, both inside and outside. He found some corrosion in the firebox area. This problem is now being addressed by the group, and will cost them an additional \$1 million more than expected. Hit by this bad news the undaunted group has decided to forge ahead with the restoration and has now taken on the task of raising that one million dollars plus another \$500,000 for other repairs. Right now the engine stands outside on a spur near the Pueblo Union Depot. They hope to acquire a shop site by spring, and move the #2912 into it and resume restoration.

Down at Abilene, Kansas there is an other ex-Santa Fe engine awaiting to be restored. The Abilene & Smoky Valley Railroad has a Pacific, #3415, sitting in a park that they feel they can restore to operating service on their railroad which runs through the very scenic Smoky Hill River Valley. They have 5.5 miles of track to run on and use an aging Alco S-1 diesel. When they move the #3415 some time in the future the group hopes to have a

steam shop erected in Enterprise, a suburb of Abilene. They will use funds from various public and private sources, including a \$175,000 TEA-21 grant to be used as a jump start the project. Also on the agenda is the improvement of the right-of-way, plus repairs on some of the rail line's bridges. Now, the society has applied for grants to cover TEA's 20% matching funds requirements. The 4-6-2 was built in 1919 by Baldwin and was on display at Eisenhower Park for the past 40 years.

One more story from the AT&SF stable of engines to be restored. Pacific #3417 at Cleburne, Texas is the object of restoration by the Santa Fe #3417 Historical Society. They're hoping to use her to power excursions over a 15 mile branch that ran from Cleburne and Cresson, Texas. Ron Larsen inspected the locomotive and said she was restorable with no major flaws. All of the asbestos on the locomotive has been removed, and other work begins this year. The Pacific was built in 1919, another Baldwin product. She was outshopped by Santa Fe and ran only a couple of thousand miles till her retirement in 1955. It was then moved to Cleburne's Hulen Park. The group estimates a total restoration price tag at \$1.2 million for both engine and tender. Most of the work will be done by volunteers. The society is hoping to build a new roundhouse to house the engine and tender. This roundhouse would be as identical to the original roundhouse torn down several years ago that was once part of the large Santa Fe repair shop complex in Cleburne. The restoration group is requesting TEA-21 funds plus funding from a variety of public and private agencies to cover the restoration costs. However there's one fly in the ointment. These TES-21 grants can't be submitted until the new roundhouse is built and #3417 can be moved in. This is a large order indeed but hopefully this major project an and will be accomplished.

Now it's time to thank the people who sent me most of the information you just read about: John Biehn (Dayton RR Society), Steve Barry (Railfan & Railroad Magazine), Don Clark (Dayton RR Society), Ed Emery (Toronto, Canada); and your most humble servant in steam.

**UNTIL OUR TRACKS CROSS AGAIN.**

### INTERESTING RAIL NEWS

from [trains.com](http://trains.com) "News Wire" ([www.trains.com](http://www.trains.com))

#### **Florida Tri-Rail to purchase EMD GP49's from Norfolk Southern**

Florida Tri-Rail, operating from the West Palm Beach area south to the Miami Airport, has purchased six EMD GP49's from Norfolk Southern for its expanding commuter ridership. Scheduled for total rebuilding, each unit will have its as-built high hood cut down, with the engineer's control stand changed for short-hood-first operation. A HEP unit will be installed in the back of the long hood. The units, nos. 4600-4605, began life as EMD GP39X prototypes. They were sold to the Southern Railway, upgraded to GP49 standards and eventually absorbed into the NS system. To be numbered 812-817, the units are expected to enter Florida Tri-Rail in 2004.

#### **13th floor: Union Pacific isn't superstitious**

Union Pacific Corporation's new headquarters under construction in Omaha, Neb., will not only have 19 stories, it will have a 13th as well. Many buildings around the world, both commercial and residential, are built without a 13th floor for superstitious reasons, the blueprints skipping directly from 12 to 14. But not the UP, which thinks the number is just fine. Union Pacific expects to move in to its new headquarters in 2004.

#### **Hold the phone, Tokyo!**

"Hold on a minute, I've got to swipe my cell phone for my train ticket." If you use commuter rail in Tokyo, Japan, that day is not too far off. At least one Japanese mobile telephone manufacturer is planning to equip them with an integrated circuit chip that will activate electronic ticket sensors for the East Japan Railway. If deemed successful, plan to see the technology migrate elsewhere in the world. Just think! Sometime soon, no more fishing for tokens or finding your monthly pass. Just don't forget your cell phone.

#### **What a Mess!**

Thousands of mayonnaise jars littered Norfolk Southern's right of way in Big Beaver, Pa., about 30 miles northwest of Pittsburgh, following a 33-car derailment. The derailment on Jan. 5 occurred at about 9 a.m. as an eastbound NS train passed another eastbound NS train. Other boxcars loaded with corn kernels and plastic pellets lost their ladings, as did a tank car carrying molasses. No crew members were injured. The cause of the derailment was not immediately known, the Pittsburgh *Post-Gazette* reported, and the line was scheduled to reopen the following day.

#### **AAR president disputes negative claims over remote-control technology**

Citing data that indicates remote-control technology could sharply reduce the number of accidents in rail yards, Association of American Railroads president and CEO Edward Hamberger took issue with recent claims that use of RCLs will lead to an increase in accidents. "There is absolutely no data or evidence to support those who say the new technology compromises safety," said Hamberger. "In fact, experience and logic tell us just the opposite." His remarks follow on the heels of an arbitrator's ruling that upheld the agreement between the railroad industry and United Transportation Union. The ruling, which went against the Brotherhood of Locomotive Engineers, stated that UTU members could continue to operate remote-control locomotives in yards.

Arbitrator Gil Vernon said he sided with the UTU because the remote-control operator was not supplanting the engineer. A BLE official said after Friday's ruling that the technology would "compromise safety." The Federal Railroad Administration studied the technology for nearly a decade, AAR says, holding a series of public meetings to examine the safety of the new technology. The FRA, which has responsibility for rail safety, issued guidelines for remote-control locomotives in 2001. Operating rules are also filed with the FRA.

#### **First Burlington Northern Santa Fe-served flour mill east of the Mississippi opens**

On Dec. 20, the first cars of wheat from the Midwest were unloaded at Milner Milling's new flour mill at the station of Wheat Way, Ala., near Birmingham. This new mill is the first Burlington Northern Santa Fe-served mill east of the Mississippi River and will receive about 2,000 cars a year of hard red winter wheat from Kansas, Nebraska, and Oklahoma and hard red spring wheat from North Dakota and South Dakota. Milner's is also the first Scoot-qualified flour mill on the BNSF system. Scoots are 65-car unit trains that cycle continuously between origins and destinations.

#### **Hey, try New York sometime**

More than 300 university graduate students signed up for a volunteer program to assist passengers at the Shanghai Railway Station in China during the weeklong annual Spring Festival rush in the name of goodwill and wanting to help others. The first day, 30 students were on the platforms, ready, willing, and able to carry bags and give whatever other assistance was needed. But on the first day only three people took them up on their generosity, and then it was just to ask for directions. One volunteer opined that the majority of travelers didn't believe they were acting out of goodwill.

#### **Amtrak adds new Acela to schedule**

Beginning today Amtrak is offering *Acela Express* service with an 8:30 p.m. departure from Washington to New York. Train 2118 joins the current schedule of *Acela Express* and *Metroliner* services, bringing the total number of premium weekday departures to 19. Seeking to attract more ridership, the fare will be \$59 for business class seats, the lowest price Amtrak has published for Acela Express travel. The introductory fare is available for business class travel on Acela Express train 2118 through April 25, 2003. The Acela Express makes stops in Baltimore, Wilmington, Philadelphia, and New Jersey. Currently Amtrak commands 53 percent of the air/rail market share between Washington and New York.

#### **BNSF's UPS service streaks ends, but not without a concerted effort**

Coming off of a very successful UPS Peak season, BNSF on Jan. 21 concluded its second longest failure-free UPS streak. The failure-free streak ended with a bad-ordered flat car containing five UPS loads. BNSF employees repaired the car in freezing temperatures and expedited it to destination. Unfortunately, two of the loads were unable to be processed as scheduled by UPS.

"Moving 88,026 loads in 88 days without a service failure, BNSF employees can be proud of this significant accomplishment," says Steve Pierce, director, UPS Marketing. BNSF's longest streak since merger was completed Feb. 24, 2000, with 103,502 loads in 96 days without a service failure.

#### **BNSF SD9s on the road again**

While grizzled Oakland Raiders' veterans Rich Gannon, Jerry Rice, and Tim Brown were making final preparations for Sunday's Super Bowl, BNSF was readying a blast from the past of its own. Train MWLMLAU3-25a (Regular merchandise - Willmar, Minn., to Laurel, Mont., extra, Jan. 25) was slated to depart Aberdeen, S.D., on the former Milwaukee Road mainline at 10:30a.m. with BNSF GP10 1411 and four SD9s - 6162/6133/6127/6102.

#### **New York subway tokens may go way of dodo bird**

For more than half a century, the New York subway token has been the magic key to pass through the turnstiles and board a train in underground Gotham. But soon it may be a curiosity of the past. The Metropolitan Transit Authority, which operates New York City's subway and bus systems, is taking a hard look at replacing the token with a fare card. Why? It's all about saving money. Introduced almost a decade ago, the fare card has become increasingly more popular over the years, and combining that with the cost of producing and collecting the tokens, it looks like the cards will soon be the only way to take Pelham 123.

#### **Former depots could enjoy new life**

Grants and donations totaling more than \$250,000 are being made available to convert the former Kansas City Southern depot (ex-Gulf, Mobile & Ohio, Illinois Central Gulf, Gulf & Mississippi, and Mid-South Rail) in Philadelphia, Miss., into a visitor's center and city office space. Preliminary inspections on the wooden building have indicated strengthening the walls and putting on a new roof would be prudent.

Plans to refurbish the unused, for New Haven passenger station in Pawtucket-Central Falls, R.I., also are afoot. Located on the Boston to Providence Massachusetts Bay Transportation Authority line, townspeople would like to see the 35,000-square-foot brick building converted into a transportation center.

#### **Bailey Yard next for remote-control switchers**

Switchers at Union Pacific's Bailey Yard in North Platte, Neb., soon will be operated by remote control. Signs informing the public of the new operation went up this week around the world's largest hump and classification yard. The change to remote control will make Bailey Yard safer, more efficient and more financially profitable, general superintendent G.R. Jensen told The Associated Press. The 58 engineers employed at Bailey are being transferred to other positions.

### **BOB SELLE RIDES THE TAMPA TROLLEY LINE**

Fellow chapter member Bob Selle took a ride on the Tampa light rail trolley line in January. He will over a review of his trip at the upcoming chapter meeting.

### **PROGRAM MANIFESTS**

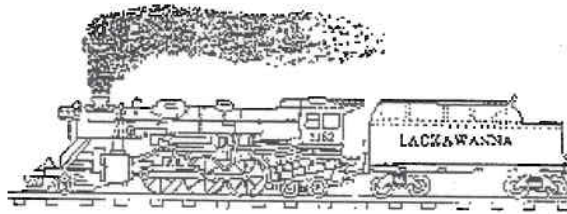
#### *UPCOMING CHAPTER PROGRAMS*

FEBRUARY – MONDAY the 10<sup>TH</sup>, 7PM. – Video: *Last Run of the SP Cab Forwards*.

MARCH – MONDAY the 10<sup>TH</sup>, 7PM. – Program to be announced.

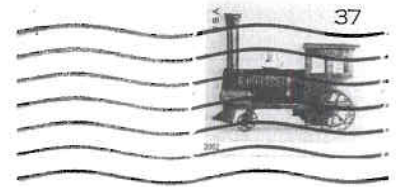
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<http://www.ribbonrail.com/art/newsteam/pacific.gif>

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**NEXT MEETING: Monday, February 10, 7:00 p.m.**  
Central Brevard Library & Reference Center  
308 Forrest Avenue, Cocoa (321) 633-1792  
PROGRAM: Video -- *Last Run of the SP Cab*  
*Forwards*

Bob Selle  
1013 Woodsmere Pkwy  
Rockledge, FL 32955



2-6-03