

The *EAST COAST CHAMPION*

February 2004

2004 DUES PAYABLE NOW

Yes, it is that time of year again! The dues for 2004 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

All the list postings about the patch cords used when a wire was down brought to mind a little adventure in the cavernous old Susquehanna, Pa. ERIE station. It's especially appropriate with all the cold weather because that old station only had heat in the East end where there was a crewroom and a passenger waiting room for the few trains that still ran the ERIE side in the early 60s.

I had a friend who taught high school in Binghamton (Bill Bentley) and a girl who was a grad student with me when we drove to Susquehanna on the weekend. There was about an inch of snow (it was middle of February) and bitter cold inside and out on the passenger platform. I let myself in with a switch key and we began exploring the long-abandoned rooms on the ground floor. I remember one of the rooms was filled with old iron-frames single beds and springs. It must have been for crews laying over when this was a crew change terminal. Another room had a bunch of old RRYMCA hymnbooks stamped SUSQUEHANNA RR YMCA. Probably served a useful purpose in trying to keep the crews off the grog. After looking around the first floor, we went up one of the staircases and were confronted by a hallway the length of the building and rooms opening off it. I opened one door and here was a pile of old chairs like those seen in Western movies, opened another door - empty. On the third door, in a cold dark room dimly lit by light filtering through the dust and soot of ages of ERIE steam power was a long table with a huge patchboard. Dusty wires looped and hung from it in the bitter cold and slumped over the table in front of it was - a man wearing a parka. We all jumped a little and I yelled something like "J---s C----t, it's an employee!!" My first thought was that they'd forgotten this man when they closed the terminal in the early 50s and that he'd been mummified here at his post. He was as surprised as we were, though, and (after I showed him my pass) explained that there'd been a derailment West of Elmira and he was patching around the downed wires. It really gave me quite a start, finding someone still on duty in that cavernous, old, building in the dead of winter.

The days of dozens of wires along the ROW are long gone and the only reminder is the insulators I see in the flea market where the vendors try and sell them to me as 'collectors items'.

Regards,
Walter E. Smith

MINUTES FROM THE JANUARY MEETING

The meeting was called to order at 7:15 PM January 12th 2003. President Walt Smith presided. No guests were present.

Treasurer's Report – Bob Selle gave the Treasurer's report. Bob reported that 19 membership renewals had been received for 2004 and that he needs the dues from those who have not renewed in February to support the national headquarters schedule. Dick Alkus moved to accept the report with a second by Ron Halverstadt. The motion passed.

Approval of Minutes – President Smith called for additions or revisions to the December minutes. None were offered. Bob Selle moved to approve the December minutes. The motion was seconded by Jim Reebel and passed.

Old Business – Chuck Billings related that he had been contacted by the Cocoa Beach library to put on a display in November of memorabilia on behalf of the chapter. Furthermore Chuck reported that he and Jerry Sheehan had provided the display and then read the letter of appreciation received from the library.

President Smith offered Chuck and Jerry his thanks for putting on the display on behalf of the chapter.

New Business –

- Tom Hammond indicated that he is preparing the chapters annual report of chapter activities for the national headquarters and would appreciate inputs from the chapter membership.
- Walt Smith will be giving a talk on railroads on April 20 or perhaps the April 25 at the Eau Gallie library. Dick Alkus commented on previous presentations at the Eau Gallie library. Discussion followed regarding the effectiveness of such presentations in getting new members.
- Bob Snowden suggested that we need a post card to handout at train shows, presentations, etc with information regarding the Chapter and its activities.
- Dick Alkus brought up his suggestion of several months ago that the Chapter prepare a slide show to be presented to the school system. Dick thinks that the slide show is the only way we can interest young people in railroading. Walt Smith requested that chapter members review their slide collection for current subject matter illustrating the FEC's local operations and operations of other railroads in Florida to be used in a school slide presentation. Based upon his teaching experience, Bob Snowden suggested that the presentation be tailored for grade schools. Hal Greenlee offered the use of a high-resolution slide scanner in preparation of the presentation.

Reports and Announcements –

- The secretary would like to remind members that he is collecting email addresses from those who have them. The email address will be used to quickly contact the chapter membership in regard to matters of chapter interest. Email the secretary at s2choochoo@earthlink.net.
- Hal Greenlee: Dixie Restaurant where our November dinner meeting was held has closed. The owner is suffering from cancer.
- Hal Greenlee: Hal commented on the O gauge layout being built by John Shankland in Melbourne. Hal said that this layout is something to see even though track work is only 60 percent complete and scenery 10 percent.

Raffle – No raffle this month.

Program – The program was the video *Steam on Tennessee Pass*.

STACK TALK

by Neil Moran

The month of February is upon us and we are deep into the winter solstice. By rights there should be little steam news to report. However the "hot stove" winter news is beginning to cook.

We'll travel up almost to the top of the world to begin our news. In a recent conversation with Michael Brandt, he's the "Vice President of Marketing and Planning" of the White Pass & Yukon Railroad. He stated the railroad is undergoing restoration of former WP&Y #69 a 2-8-0 Consolidated. They hope to have her restored for service by 2005. This will double their steam service as the pike had Mikado #73 running last year up to Bennett Lake on week-ends. No. 69 is a Baldwin product built in 1908. It was at that time the biggest narrow gauge engine ever built. She was primarily used for pushing, as a helper engine. They couldn't use it north of Bennett, and ran only in the summertime, being too wide for winter use. Like many of the older steam engines in its early fleet #69 had an "outside frame" that made it wider and harder to operate in snow. The Consol ran on the WP&Y until it's retirement in 1954. She was then sold in 1956 to the Black Hills Central RR where it operated as "Klondike Casey." In 1973 she moved to the Nebraska Midland RR, then finally over to the Stuhr Museum of the Prairie Pioneer RR in 1975. No. 69 was equal to any standard gauge locomotive when it was delivered to the WP&Y in late 1908, two years after it's smaller sister engine #68 which later was destroyed in an avalanche in 1917. The large and prominent counterbalances on the outside frame of #69 certainly enhanced it's capabilities as a heavy hauler and mountain climber, but caused serious problems in the winter. The counterweights would strike ice just outside the rails and lift the engine off the rails. As such she was restricted to non-winter operations whenever possible, and probably did not venture north of Carcross due to the light rail in use at the time. It served out its last years on the WP&Y as a switcher at Skagway. However, for this year the current steam program is based on #73 a Baldwin 2-8-2 Mikado class. The railroad has vintage diesels or #73 traveling to Bennett Lake also. This is an 8-1/2 hour, eight mile round trip adventure 20 miles beyond White Pass Summit to Lake Bennett, end of the historic Chilkoot Trail. There is a two hour layover and a walking tour with a park historian. The fare includes a box lunch and several photo run-bys. For further information contact White Pass & Yukon Route, P.O. Box 435, Skagway, Alaska 99840. Phone No. 907-983-9816, or at www.wpyr.com.

With such exciting news to start our column with, here's some more breathtaking news to grab on to, if your heart can take it. Canadian Pacific "Hudson" continues in the spotlight for the upcoming season. In past columns I've written about her exploits, and this month is no exception. C.P. has lined up a tremendous schedule for her, and here it is. No. 2816 departs Calgary, Alberta on April 27 for a run to Lake Louise that evening. Passing through Canmore, Banff to get there. She'll be pulling four vintage cars, two from the California Zephyr dome collection. There also will be two heavyweight cars from the C.P. and a tool car for any repairs needed for the #2816, plus a maroon painted heritage diesel coupled behind the engine for emergency back up power. The next day, the "special" continues westbound over famous Kicking Horse pass and thru the Spiral Tunnels into Field, and passes the incredible scenery of the Canadian Rockies into Golden, B.C. Then over Rogers Pass before arriving in Revelstoke. On April 29 the almost magical journey continues west to Kamloops. If you so desire, at Kamloops you can take a special charter on the Kamloops Heritage Railway powered by former C.N. 2141, a 2-8-0 Consol along the South Thompson River. On April 30th the "special" leaves for Vancouver, B.C. that runs through Thompson River Canyon, and rugged Fraser Canyon, into the wonderful city of Vancouver. A trip of a lifetime! "Pacers start your engines." But this is only half the story. While at the Vancouver facilities the "Empress" as she is called will get some special attention while getting ready for her monstrous 3,042 mile journey across Canada to Montreal. Now here are the particulars on this "trans Canada Steam Express." It departs Vancouver on Wednesday, May 12th, from the waterfront station after 9 a.m. If I may interrupt the schedule for a moment, this will be Canadian Pacific's first trans-continental passenger train to run in over 30 years. Behind the Hudson there will be an 11-car Canadian Pacific train bound for Montreal. During the first day the train will pass thru the Fraser Valley and start it's climb into the Canadian Rockies. By mid-afternoon such sights as the Thompson River Canyon into Kamloops will pass your window. Thursday May 13 there is another side trip with the "Spirit of Kamloops" heritage train with ex-C.N. 2-8-0 #2141 heading along the South Thompson River, past 5,750 ft. Mt. Tuktakamin and into the town of Armstrong. Returning to Kamloops the journey continues past Craigellachie, site of the last spike driven in 1885 to complete the transcontinental railroad. Friday, May 14th you head up thru Rogers Pass in Glacier National Park, stop at Golden for servicing of the #2816 before continuing toward Field, Lake Louise, and Banff. Saturday May 15th Banff to Calgary, passing many glaciers. Here at Calgary there will be time to explore this wonderful city. On Monday May 17th you will now enter the "Prairies," over 1,200 miles before reaching the Great Lakes. But before the Great lakes, the train passes Medicine Hat with it's fast disappearing grain elevators. The next day, Tuesday - 18th stops at Swift Current and Moose Jaw, and then into the capital of Saskatchewan, Regina. Leaving Regina on Wednesday the 19th the "Empress" races eastward to Winnipeg.

Here the train lays over for a day to get serviced while passengers tour Winnipeg, and also if they wish ride the Prairie Dog Central Railway for a trip behind their 1883 Glasgow built 4-4-0 locomotive and its wooden vintage coaches. Friday 21st finds the train continuing on to Dryden, then on the following day into Thunder Bay. Then it's off to Marathon and Chapleau the next day. May 25 Chapleau to Parry Sound, and the following day Parry Sound into Toronto and a visit to Niagara Falls. There is a two day layover into Toronto to tour this great city. May 28th our journey brings us to Smith Falls, and the following day into Montreal, the end of this fabulous adventure. Again, unfortunately there will be two heritage diesel units assisting this luxurious train, but that has to be, especially going through the Rockies. The varnish is most splendid. It consists of staff cars "Lacombe," "Mt. Royal," and Killarney," then their sleepers, "Royal Sleeper," "N.R. Crump," "Strathcona," "Van Horne," and "Royal Wentworth." A Royal dining car, and lounge observation car "Mount Stephen" brings up the rear. Quite an impressive looking train and all powered by a magnificent steam locomotive, the "Empress." Could you ask for anything more?

By the way I've saved the best for last. For this incredible journey, the cost of a single ticket costs only \$29,000. For double occupancy, \$26,500. Only 32 guests were invited on board. If you say "I can't afford this," not to worry, the trip has been sold out for month's. Ah yes! The rich and famous strike again!!

Unbelievably, there is still more news concerning the #2816. There is serious discussions going on between the Alberta prairie Railway and Mr. Robert Ritchie, head of steam operations with C.P. It's quite possible that sometime in June, Bullet Nose Betty #6060 and the "Empress" might double-head from Edmonton to Calgary and return. Could this be possible? A C.P. and a C.N. engine in the same consist. Fifty years ago, this would have been unheard of, but today, anything is possible. But who's complaining, double headed steam on main line!! Wow!! Speaking of #6060, she ran a holiday special out of Camrose, Alberta to Big Valley with 11 cars. There were three photo run-bys during the day. Haven't heard all the details yet, so can't comment on this excursion as of now.

In yet some more outstanding news out of Canada, heads of C.P. steam program may meet with Tom Payne owner of ex-Reading #2102 to see if they can get together and iron out a deal to bring the engine into the C.P. steam program. Mr. Payne since purchasing the 4-8-4 has longed to sell this engine since he's been continually frustrated in running her on excursions. The Northern type is in fairly good shape, and would make a fine addition to the steam program of C.P. If this transaction works out it would certainly give the #2816 a much needed rest, especially after the very rugged schedule for this year. Of course "purists" will state, "Impossible," an ex-Reading Northern on C.P. tracks running through the Canadian Rockies." Naturally they would be right, and 50 years ago, it could have never occurred. But today, strange things are happening in the world of steam. It's what you can get in decent shape, and where you want it to run.

Let's move down to our country now, and here's a follow up on the Skunk Railroad. As you read in a previous column, there are four potential buyers for the California Western Railroad, each with a different vision of the railroad's future. Last Dec. 16 a bankruptcy court judge in Santa Rosa will choose among the four concerns according to their ability to pay existing debts, to improve and maintain the railroad, and to provide public benefit. Since this article was written in late December I had no knowledge of the judges decision. What I can tell you is that the Sierra Railroad was offering a million dollars, plus a steam train between Willits and Fort Bragg, and a car ferry between these locations. Plus an hourly excursion run between Willits and the Summit depot. If the north/south Northwestern Pacific line is reopened, freight service may be added. Company President Mike Hart stated the car ferry consisting of flat cars prepared to transport vehicles as large as buses. The hourly steam trips from Willits would leave from the existing depot, along with hour long short runs. This would give vacationers the opportunity to add a train ride to their destinations without having to commit an entire day. The Sierra Company is familiar with the local situation. Mr. Hart is not discouraged by the close of mills and logging operations that once used the Skunk line. He also stated, his company would find ways to bring new rail shipping industries to both Willits and Fort Bragg. Plus trains stopping at Northspur then on to Willits would be powered by steam. No diesels for him 'We'd run from Fort Bragg to Willits everyday, one train for sure,' he promised, Depending on the time of year and traffic. Mr. De Domenico of another concern offering to buy the railroad states, he'd like to connect he Skunk train with the wine train by way of NWP tracks. Another group called "Old 45, LLC" is offering \$1.4 million to maintain the integrity and heritage of the California Western Railroad, according to Neil Bagaus. He has 18 years of experience in the operation of excursion trains, and would become manager of the CWR if Old 456 is chosen. Then there is Fort Benton Funding, LLC, of Oregon. There offering \$1.3 million, and promise to run to Willits also. They also promise in

establishing local businesses such as car rental facilities as the end of the line. I will keep you up to date as far as the judges ruling is concerned.

Moving eastward into Ohio, the Ohio Central Railroad had planned it's first winter photo special on Jan. 24-25. This two day event was limited to 80 photographers and will feature 4-8-4 ex Grand Trunk Western #6325 with freight and passenger consists. On Sat 24 the #6325 was to have pulled a freight train and carry her 1940s GTW logo on her tender. Then on Sunday, the Northern would power a 1950's passenger train with it's GTW herald on her tender. The cost of the two day event cost #300, a fair price, but strangely as I write this news there are several seats not sold. It's impossible to imagine that such a great looking locomotive would not draw a capacity crowd to such an event. Steam and snow is not a combination to be missed. Hopefully by the time you read this, the week-end will have been completely sold out. In other good news from the Ohio central, their new insurance policy will run through most of 2004. They plan on running several excursions, along with new surprises. But don't look for the daily trains to resume anytime soon. Well, we can't have everything!!

Here's some news that came in a few days ago. It seems more and more that the former Daylight engine #4449 will head a four day excursion from Sandpoint, Idaho with stops at Missoula, Boseman, and Billings, Montana. As you may remember two years ago the SP&S 4-8-4 #700 headed a train over BNSF and Montana Rail to the same location. This is not written in stone yet, so things could happen. Remember Murphy's Law is always in effect. The ex-Daylight is still painted in the bicentennial colors of red, white, and blue. As of this writing I do not know if BNSF would repaint the engine back to their paint scheme, or even back to the original Daylight color scheme.

Now, purists will again arise and say, since when did a Southern Pacific engine ever travel into Idaho and Montana? Your absolutely right, never! As stated before, if you want to see steam running today, one has to make concessions. As of now the SP&S #700 is slated to make this same trip in 2005.

Want to buy a steam locomotive? Since they sell everything on E-Bay, why not a steam engine. The ex Southern Pacific M-6 2-6-0 #1744 is up for bids. The little Mogul is in pretty good shape thanks to being completely refurbished between 1990 and 2000. Mogul class locomotives were originally built for and used in freight service. However, as years went by and trains got longer and heavier, these types were released to lighter duties such as secondary freight and passenger service, branch line and yard switching duties. The bidding started at \$300,000 -- just perfect for your back yard. You can even knock out the garage and the Florida room. Please no letters!!

Well for a change I've written some exciting positive stories on steam news for this month. Rare, but well done!!

Now I must thank all the people who took their time in writing about all this good news you just read about. Michael Brandt, V.P of Marketing and Planning (W.P.&Y. RR), John Biehn and Don Clark (Dayton RR Society), Ed Emery (Toronto, Canada), Mike Eagleson (Glen Ridge, NJ), and your most obedient servant in steam.

UNTIL OUR TRACKS CROSS AGAIN.

INTERESTING RAIL NEWS

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

SNOWSTORM CLOSES UP DONNER PASS ROUTE, STRANDS CALIFORNIA ZEPHYR

TRUCKEE, Calif. - Shades of a half century ago! A massive snowstorm that hit northern California, Oregon, and on Nevada New Year's Day closed Union Pacific's Overland Route through northern California's Donner Pass in the Sierra Nevada after Amtrak train 5, the California Zephyr, bound from Chicago, Ill. to Emeryville, Calif., derailed the third car from the front about 27 miles west of Truckee during blizzard conditions at about 1:20 p.m. The car, coach 34088, was believed to have derailed due to snow and ice buildup around the lead truck. Truckee is 32 miles west of Reno, Nev., and 103 miles east of Sacramento, Calif.

The train, with 2 locomotives and 12 cars, was stuck for over 14 hours. There were no injuries among the 300 passengers and 15 crewmembers. Until rescue operations began, the train was never without electrical power, lights, food or water. The incident occurred at Milepost 179.5 at the approach to Snowshed 10 at Crystal Lake, at the end of double track on the west slope of Donner while the Zephyr was going slow, awaiting an eastbound flanger that was clearing snow. Historians will

recall that the 1952 snowslide that hit Southern Pacific's streamliner "City of San Francisco" going across Donner on January 13, 1952, occurred nearby, at Milepost 177.

While the westbound Amtrak train was derailed, eastbound California Zephyr counterpart train 6 was held at Emigrant Gap, Calif., at Milepost 170.7 before being released to run at reduced speed past the derailment. After a UP flanger cleared an estimated four feet of snow from around the stuck train No. 5, UP freight helper locomotives coupled onto the Zephyr's rear and pulled nine cars about 12 miles back to Norden, at which time the train had no electricity or heat, owing to the Amtrak locomotives, which provide HEP (head-end power) for those auxiliary services, remaining at the derailment site on the front of the train.

After the UP engines ran around the Zephyr's cars at Norden, they then pulled them west to Shed 10 where the Amtrak engines and baggage car were waiting. Once reassembled, minus the derailed coach and dormitory car 39008 which had to be left behind when crews couldn't uncouple it from the coach, train 5 departed Shed 10 for Emeryville at 3:34 a.m. on January 2. The two cars left behind were later handled by a derrick and work train stationed at Roseville, Calif., only to have the coach derail again a few minutes later. The second rerailling occurred at 1:15 p.m., and both cars were taken by the work train to Roseville. The Donner Pass line was closed until Friday afternoon for snow removal, forcing more than half of UP's freight trains to detour on its Feather River Canyon line to the north, the former Western Pacific. Five freight trains, three westbounds and two eastbounds, were held on both sides of the Donner line until it reopened.

WORLD TRADE CENTER TRANSPORTATION HUB DESIGN TO BE UNVEILED

NEW YORK CITY – The Port Authority of New York and New Jersey yesterday announced that the World Trade Center Transportation Hub will be unveiled January 22 by architect Santiago Calatrava. The \$2 billion complex, scheduled to open in 2006, is expected to feature a permanent PATH (Port Authority Trans-Hudson) terminal serving commuters between New Jersey and lower Manhattan, as well as visitors to the World Trade Center Memorial; provide improved pedestrian connections that will access PATH, ferries, and subway lines across lower Manhattan; and natural lighting on the PATH platforms 60 feet below street level.

The hub will replace a temporary PATH station opened at the World Trade Center site November 23, which was the first public space to open within the site since the September 11, 2001 terrorist attacks. Before September 11, 2001, the PATH rapid-transit system of 13 stations carried 260,000 daily passengers between New York and New Jersey. Today, PATH carries about 180,000 daily passengers. Prior to September 11, 2001, 67,000 passengers boarded PATH at the World Trade Center each day.

FLORIDA TRI-RAIL BEGINS TWO-YEAR DMU TEST

MIAMI, Fla. – Florida Tri-Rail has purchased and will be testing Colorado Railcar Diesel Multiple Unit equipment for a two year period. The diesel-powered units can carry 18 percent more passengers than existing Tri-Rail cars. Florida Tri-Rail operated the first revenue run of a Colorado Railcar Diesel Multiple Unit (DMU) as a test project on the South Florida Rail Corridor December 31. The DMU operated round trip between the Miami International Airport Station and the Mangonia Park Station as Tri-Rail trains P608 and P613, carrying a capacity crowd of 200 passengers on each train. As part of the test, Tri-Rail will purchase two bi-level DMUs and one single-level DMU. The project, at a cost of \$12,020,578, is being funded by the Federal Railroad Administration with matching funds from the Florida Department of Transportation and is designed to evaluate performance on a commuter rail line. The equipment is scheduled to operate on six trains per day, Monday through Friday, 48 weeks a year for two years.

BALTIMORE PLEDGES FUNDS FOR B&O MUSEUM

BALTIMORE, Md. - The city's Board of Estimates pledged \$250,000 on January 7 to help the B&O Railroad Museum recover from the collapse of its roundhouse roof last February, it was reported yesterday in the Baltimore Sun. The city will not disburse the money until the museum secures funding for the whole project and enters into construction contracts for the repair. The funds are to be for rebuilding a new restoration facility, where locomotives damaged in the February 17 roof collapse will be rebuilt. Half of the roof over the museum's roundhouse collapsed during a snowstorm. The museum has been closed since then and is not expected to reopen before spring. The cost to rebuild and restore the building and damaged exhibits is more than \$15 million, most of that covered by insurance.

HAWAII TOURIST RAILROADS INCREASING

PUHI, Kauai — The Lahaina, Kaanapali & Pacific excursion train on the island of Maui will soon have company with the establishment of two new steam-powered railroads on the island of Kauai, according to an article in today's *Honolulu Advertiser*. The Grove Farm Homestead Museum is laying 30-inch narrow-gauge track along part of the roadbed once used to bring sugar cane to the Lihue Mill. Plans are to operate a steam engine monthly as an educational program. The museum was started by an heir to the Grove Farm plantation that is now owned by America Online founder Steve Case but is not associated with the Grove Farm Co. The museum has four locomotives, three operational. The oldest, Paulo, is the oldest

working plantation locomotive in Hawaii. All four — the 1887 Paulo, 1921 Wahiawa, 1925 Kaipu, and 1915 Wainiha — were operated on Kauai sugar plantations.

Just down the road, a group of investors is planning a 2-mile 36-inch narrow-gauge tourist railroad using two steam engines once operated by the Oahu Sugar Co. The trains would run through examples of Hawaiian agricultural activities including fields of sugar, coffee, pineapple, taro, fruit trees, truck crops, hardwood trees, and pasture. Other operating railroads in the islands include the Hawaiian Railway Society at Ewa, and the Dole Pineapple Express near Wahiawa, a 20-minute ride on large-size new theme park equipment. Both lines are on Oahu.

CHINA SHORT 5,000 PASSENGER CARS FOR HOLIDAY TRAVEL

BEIJING, China - Railway passengers may have to endure crowded trains during the upcoming Spring Festival travel season, as the country's railways are short 5000 cars to cope with the rush, according to the China news agency Xinhua on Saturday. The country needs an additional 9730 railway cars to carry all the passengers expected during this year's festival, however, there are only 4500 extra cars on the roster. China has about 44,000 miles of railway lines and during regular operations can muster 2.8 million seats daily. However, when the annual 40-day Spring Festival travel season comes around, the country's daily passenger demand jumps as high as 4.3 million. China rosters about 37,000 passenger cars.

HEY, SNOWBIRDS: SEND YOUR CAR BY RAIL

FORT WORTH, Texas - Burlington Northern Santa Fe and BNSF Logistics, LLC have entered into a marketing and operations alliance with Autolog Corp., a transporter of privately owned vehicles, to start Car-Rail service between Phoenix, Ariz., and Chicago, Minneapolis-St. Paul, and New York City. The service is designed to cater to the needs of "snowbirds," an estimated 250,000 people with dual residencies who spend winters in Arizona and want to transport their cars between there and their primary home. Currently, if they want to take their vehicles with them, they either must drive them or make arrangements with an independent trucking firm. Car-Rail is estimating an average transit time of 7 to 10 days versus 14 to 21 days for an independent trucking company. The cost to transport a normal-size car will start at \$450. Operations are expected to begin March 8.

SUPER BOWL-BOUND UP CHALLENGER HELD FOR REPAIRS IN ST. LOUIS

OMAHA, Nebr. - Union Pacific's 4-6-6-4 Challenger 3985, on its way from Cheyenne, Wyo. to Houston, Texas for Super Bowl XXXVIII activities, was sidelined in St. Louis, Mo., Saturday, January 17, when the crew noticed a blister on the circulator tube in the firebox as they were in the process of relighting the boiler, causing a stand-down for repairs. The decision was made to cut out a section of the tube and weld a new piece in place. After making repairs to the circulator tube in the firebox, the steam crew located numerous leaks due to frozen pipes. Working through the night, the crew is resting today and will proceed toward Houston January 22. "It's not a season ender, just a delay," said UP spokesman John Bromley.

BNSF TO DO MORE "TRANSCON" DOUBLE-TRACKING

FORT WORTH, Texas - FORT WORTH, Texas - Burlington Northern Santa Fe, sometime in 2005, will close two of three remaining single-track gaps in the West, on its former Santa Fe "Transcon" main line between Chicago and Los Angeles. The three gaps, all in eastern and central New Mexico, are the Pecos River Bridge at Fort Sumner; 10 miles between Vaughn and Carnero; and 5 miles through Abo Canyon east of Belen. The latter two spots are planned to be double-tracked by 2006, said TRAINS sources.

All three gaps are on the Belen Cutoff, built by the Santa Fe in the early 1900's to bypass the original line over Raton and Glorieta Passes in northern New Mexico. The cutoff connects with the original line at Ellinor, Kans. (15 miles west of Emporia), and Dalies, N. Mex. (10 miles west of Belen), crossing the Texas Panhandle via Amarillo. Santa Fe's goal was to reduce operating costs for through freight trains. A few passenger trains took this line as well, while the original line remained the primary passenger route. "Abo Canyon had always been a natural bottleneck for us," said former Santa Fe public relations director Mike Martin, "and I'm sure it has continued to be so for the BNSF." A contractor reportedly made a Hi-Rail survey of the canyon last week. The gap at Carnero remains because it crosses a very large, long fill over the Union Pacific at Vaughn, crossing above the former Southern Pacific Golden State Route linking El Paso, Texas, and Tucumcari, N.Mex. Not included in BNSF's apparent current plans is a second track for the 1500-foot Pecos River Bridge 40 miles to the east near Fort Sumner, N.Mex.

BNSF spokesman Pat Hiatte said the company has not announced either project, and declined further comment. Presently, volume on the line varies from 70 to 90 trains per day. "The end-game would be to double-track all the way from Chicago to the Pacific Coast," said Martin. "It's all a question of capacity." Assuming the above New Mexico projects are completed, and assuming directional one-way operation in Kansas on two routes between Mulvane (south of Wichita) and Ellinor, via Wichita/Newton or Augusta/Matfield Green, the only other single-track BNSF bottlenecks left between Chicago and Los Angeles would be between Wellington, Kans., a division point, and Avard, Okla., where the former Frisco line to Tulsa diverges, plus the Missouri River bridge at Sibley, Mo., east of Kansas City.

TV PROGRAM TRACKS AHEAD FUNDED FOR 6TH SERIES IN 2005

MILWAUKEE, Wis. - Three companies closely associated with the model railroad industry will make it possible for *Tracks Ahead*, the popular public television series about railroading and model railroading, to bring a sixth season to its viewers in fall 2005. The new season's underwriters are the World's Great Hobby program, a service of the Model Railroad Industry Association; Kalmbach Publishing Co., whose magazines such as *Model Railroader*, *Classic Toy Trains*, *Garden Railways*, *Trains*, and *Classic Trains* are familiar to many viewers, and Milwaukee-based Wm. K. Walther, Inc., a leading model manufacturer and supplier. Each underwriter has helped fund earlier *Tracks Ahead* series.

Tracks Ahead tells stories about trains across the world and the people who love them. The 13-part Milwaukee Public Television series appears on more than 200 public television stations across the United States. The new series, produced in high definition for the second season, will explore every aspect of railroads from prototype trains and models to the personalities and stories of the past and present, said David Baule, executive producer. "We will go from holiday layouts in Ohio to a bed-and-breakfast in Arizona where patrons can sleep in a real caboose," Baule said. The new episodes visit the fading days of mainline steam in China, the Panama Canal Railroad, Tiny Town's miniature park trains in Colorado, the Puget Sound Model Railroad Club in Washington, steam trains in Ireland, and many other locations.

Viewers will meet artist David Tutwiler, modeler Dan Zugelger, photographer Richard Steinheimer, follow the restoration progress by Doyle McCormack of the last Alco PA diesel locomotive, and explore the new HO-size BNSF layout at Chicago's Museum of Science & Industry. The new series also will feature the Michigan Star Clipper Dinner Train, the Sumpter Valley Railroad, and the Lionel collection of TV personality Tom Snyder.

Baule explained that the programs follow a middle line between technical and general information. The goal of *Tracks Ahead* is to capture the excitement of railroading for the novice as well as the expert. *Tracks Ahead* fans know they can get up-to-the-minute reports on the production crew's travels and progress on the Milwaukee Public Television web page at www.mptv.org. Baule shares his journal over the Internet, opening his personal record of the accomplishments, setbacks, and frustrations the producers and crew face.

The first *Tracks Ahead* series was produced in 1990, the second in 1992, the third in 1995, the fourth in 1997, and the most recent one in 2002. The series began as a production entitled *Just Trains* for local cable access television. Milwaukee rail enthusiast and circus modeler Chuck Zehner was its originator. He made 87 programs for the series between 1985 and 1987, then served as senior producer for *Tracks Ahead* until his death, at age 58, in December 2000.

UNION PACIFIC SAYS SHORTAGE OF WORKERS IS PROVING COSTLY

OMAHA, Nebr. - The Union Pacific said Wednesday its fourth-quarter results were hampered by a lack of workers, and it was raising the number of workers it was planning to hire in 2004 to as many as 3200, according to a copyrighted story in the *Fort Worth Star-Telegram* yesterday. Chairman Dick Davidson, in a prepared statement, said delays and other service problems cost the railroad up to \$30 million from October through December. Said Davidson, "The problem was pure and simple - we didn't have enough people." The railroad hired 2400 workers in 2003, primarily for train crews, and expects to add another 3200 this year to its total of 50,000 employees, according to spokesman John Bromley. As recently as October, the company had estimated hiring between 2000 and 3000 workers in 2004.

PAUL MERRIMAN DIES AT 94; CATALYST FOR THE NS STEAM-EXCURSION PROGRAM

CHATTANOOGA, Tenn. - Paul H. Merriman, 94, former president of the Tennessee Valley Railroad Museum and the man who laid the foundation for the Southern Railway's steam-excursion program, died January 16 in an assisted living facility in Winchester, Tenn. A 1931 graduate of the University of the South in Sewanee, Tenn., Merriman did post-graduate work at Duke University in Durham, N.C., and then beginning in 1933, worked for the Glenn L. Martin Co. in Baltimore, Md., eventually becoming the head of the electrical welding section. He was associated with developing the aluminum welding process for aircraft. After World War II, Merriman relocated to Chattanooga and held various posts for the DuPont Co.

In 1964, Merriman purchased Southern Railway 2-8-2 4501 for \$5000 from short line Kentucky & Tennessee, and with Southern President D.W. Brosnan's blessing, steamed it to Chattanooga, where it was refurbished. With the cooperation of Southern Vice President-Law W. Graham Claytor, Jr., who in 1967 would become Southern's President, Merriman watched 4501 haul Southern's first steam excursion in 1966. The locomotive traveled throughout the Southeast, and into the Midwest on other railroads, serving as the catalyst for the rise of much of the South's rail preservation movement of the late 1960's and 1970's. The Southern steam program heightened interest in railroading by the general public, and created many new rail-enthusiast organizations, some of these spawning rail museums that remain active today.

The Southern steam program expanded its scope, adding other engines to the fleet. It expanded geographically northward after the 1982 merger of Southern and Norfolk & Western that created Norfolk Southern, thanks in no small part to N&W's

Robert B. Claytor, Graham's brother, who became an NS official as Graham, meantime, went on to other endeavors including the Amtrak presidency and serving as Secretary of the Navy under Jimmy Carter.

Merriman had suffered a stroke a number of years ago; his last public appearance was in Chattanooga in 1991 at the NS Steam Program's 25th anniversary banquet at the Chattanooga Choo-Choo complex. It was the last great gathering of NS-family steam engines and all the key people who kept the program going, including the Claytor brothers, Jim Bistline, Carl Jensen, Bill Purdie, and their spouses. NS discontinued the steam program in 1994.

In due time, Merriman donated the 4501 to TVRM, for which he served as president from 1963 to 1979, and the engine continued to operate occasionally until its retirement as a TVRM display item a few years ago. TVRM, now expanded to include two depots, a display yard, and shop, still operates steam trains, mostly with an ex-Army 2-8-0. "As one of the charter members of TVRM, and our first (and one of only two) presidents, Paul had a great influence on the creation and direction of TVRM. His legacy lives on in our facility, our staff, and our volunteers," said Tim Andrews, TVRM's director of development.

Merriman's transportation interests were not restricted to railroads; he was also an airplane pilot, owned his own aircraft, and owned a wood-fired steamboat. Merriman is survived by his sister Jean Taltec, his son Marcus, who resides in England, and several grandchildren.

WINTER STORM DELAYS AMTRAK IN SOUTHEAST; 4 TRAINS CANCELED

WASHINGTON, D.C. - Owing to icy conditions on CSX-owned track between South Carolina and Washington, D.C., Amtrak was advising that its Silver Meteor, Silver Star, and Palmetto trains, all operating between New York City and Miami, Fla., as well as the Crescent between New York City and New Orleans, will be experiencing significant delays until the winter storm hitting the southeastern part of the U.S. subsides.

Citing commercial power outages, frozen track switches, and widespread signal problems on CSX, Amtrak said today's northbound Silver Star, train 92 from Miami to New York and today's (Jan 27) southbound Silver Meteor, train 97 from New York to Miami, have been canceled, as has the Auto Train in both directions between Lorton, Va. and Sanford, Fla.

PROGRAM MANIFESTS

UPCOMING CHAPTER PROGRAMS & EVENTS

FEBRUARY - MONDAY the 9TH, 7PM - Walt Smith will show slides of the Garfield's original Red, White & Purple AutoTrain.

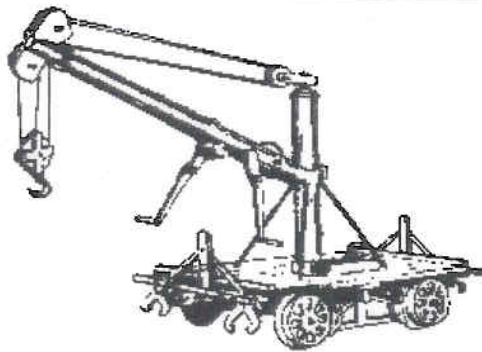
MARCH - MONDAY the 8TH, 7PM - To be announced.

CURRENT & UPCOMING FLORIDA EAST COAST EVENTS

MARCH - SATURDAY the 6TH, 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.

**CHAPTER OFFICERS
FLORIDA EAST COAST CHAPTER, NRHS**

President	Walt Smith	(321) 757-3349
Vice-President	Hal Greenlee	(321) 636-3393
Treasurer	Bob Selle	(321) 632-0944
Recording Secretary	Harlan Hannah	(321) 636-7986
Historian	Jerry Sheehan	(321) 452-8649
Newsletter Editor	Jim Heidel	(321) 259-0641
National Director	Tom Hammond	(321) 267-8339



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

**Florida East Coast Chapter, NRHS
P.O. Box 2034
Cocoa, FL 32923**



NEXT MEETING: Monday, February 9, 7:00 p.m.

Central Bre--vard Library & Reference Center
308 Forrest Avenue, Cocoa (321) 633-1792

PROGRAM: PROGRAM: Walt Smith slides of the
Garfield Red, White & Purple original
AutoTrain.