

The *EAST COAST CHAMPION*

February 2006

SPECIAL REMINDER

This month's program will feature a special program by Neil Moran, editor/compiler of "Stack Talk", which appears monthly in our newsletter. Mr. Moran will be visiting from New Jersey and will show us movies he took of steam operations in China. Neil recorded these steam trains just prior to the recent decline of China steam operations so this will be a great opportunity to view a good variety of steam engines. The films were made in November 2002 during some cold weather which makes for great photography of steam and smoke. This is an opportunity not to be missed.

PRESIDENT'S MEMO TO STOCKHOLDERS



The attached photo is of Mr. Herb Onacki. He was an engineer who usually held down one of the 2 roundtrip freight jobs that ran between Syracuse NY and Binghamton NY. I'd work with him on & off and sometimes regularly when his regular fireman was on vacation & I'd bid the job as a temporary vacancy. After I'd worked with his crew for a week or so, I picked up on Herbs' nickname - "GET ME ONE". I was curious about this & the old conductor told me that whenever they switched an industry where the crew might pick up a little 'gratuity', Herb'd say, "Hey, get me one." There was a large florist south of the Syracuse city limits & they'd give you bunches of roses for your wife as well as potted plants. One morning, the head brakeman got several nice bouquets but wrapped a bunch of greasy waste from a journal box in a nice-looking white wrapper and gave it to Herb to take home as we were putting the power away at the roundhouse, one stall of which can be seen to Herbs' right, the turntable is to his left. I guess he took it home since I saw him put it in his car. I wonder what his wife said, but nothing was said the next day on the job. On the Baldwinsville local we switched Crucible Steel Co. and would generally pick up a gondola full of stainless steel kitchen utensils which were rejects. Some of them were useless but others had minor flaws and after the car was moved out of sight of the factory the crew would swarm over the gon and pick out knives, forks, & spoons for wives and girlfriends. I imagine most of the women in Syracuse benefited from the unknowing largesse of Crucible Steel Co. There was a downside to this as one of the switchmen found out when he was in a hurry and began sorting while we rolled back to the train. When Herb put on the brakes, this poor man sat on a couple very sharp forks mixed in the load. They were rejects because the tines on the forks were like needles and could not be used for the family dinner. The conductor told me to be very careful if I decided to help myself to these things. Nobody minded, but the steel company also made surgical instruments like scalpels, etc. Sitting on one of them could be a painful experience indeed. I almost forgot about a food warehouse south of Syracuse, not sure if it was Grand Union or A&P or what, but they'd really fix the crew up on Thanksgiving & Christmas. I had moved back to Binghamton when this particular kindness came to an end thanks to good

old Sammy Miller, RFE. I was told by one of the road crews that Sammy turned up at the warehouse and demanded they fill up his station wagon with groceries. I can't prove this, but it sounds about right. I miss the old Syracuse gang. They were a good bunch and knew their business.

Regards to all,
Walter E. Smith Employee #102156

MINUTES OF THE JANUARY 2006 MEETING

Chapter President Walter Smith called the meeting to order at 7:20 PM on January 6, 2006. Bob Selle introduced his guest George Cole from Granville Center, NY. George is a frequent winter visitor to our chapter meetings. 16 chapter members were in attendance.

Treasurer's Report –Bob Selle gave the treasurer's report. Don Pirson moved to approve with a second by Ron Halverstadt. The motion passed.

Approval of Minutes –The President called for additions, corrections or comments to the December minutes as published in the "Champion". None were offered. Dave Klein offered a motion to approve the minutes. Don Pirson seconded the motion. The motion passed.

Old Business:

- Election of Officers: The President called for nominations from the floor as agreed to at the December meeting. Ron Halverstadt made a motion that the existing officers be retained in their current positions. Don Pirson seconded the motion. There were no other nominations. The motion passed by show of hands. The existing offers agreed to continue for an additional year.
- Jim Gillin: Hal Greenlee said that he had spoken to one of Jim's friends. Jim continues to improve after his heart attack. Jim hopes to be able to make it to the next meeting.

New Business:

- Bob Selle reported that Warren Armstrong had sent a check for \$50. Warren indicated that he wished to donate the proceeds that were in excess to his annual dues to the chapter. The chapter officers and membership would like to thank Warren for his generosity. Warren said in his letter to Bob that he was sorry that he has not been able to attend our meetings because of his wife's poor health.
- Bob Robinson volunteered to get new name badges made for members who do not have a badge. Bob circulated a sign up sheet. Bob indicated that in the past the club had paid for the badges, but some members elected to reimburse the club for the cost of the badge. If you need a membership badge contact the Secretary or Bob Robinson.
- Mark Roth announced that he was leaving the area for Mooresville, NC. The writer suggested that he make sure that he visited the North Carolina Transportation Museum (Spencer Shops) while there.

Reports & Announcements:

- Hal Greenlee reported that 207 people had attended the Protorails Convention. More than half of the clinics dealt with prototype railroad operation and equipment.
- Ron Halverstadt reported that the Florida Garden Railroad Assoc. set up a model railroad around a community Christmas tree in Plant City. It was located next to the CSX mainline.

CSX put on a nice "show" on their mainline to go with the model railroad. The Association has been invited back for next year. CSX is considering running a Santa Claus train in conjunction with the model railroaders.

- The secretary reported that he had received from the National Headquarters an updated set of bylaws. The secretary will be glad to furnish them to any chapter member for their review or reproduction.

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Program:

Dave Klein: Dave's home movies of northeast trolley action taken from 1958 through 1978.

RAILS ON THE WEB

<http://www.ghostdepot.com> Although the purpose of this site is to sell a DVD on the Denver Rio Grande and Western there is also a tremendous amount of excellent free info available here on the railroad. Period photos, maps, track charts and profiles etc. There is also a large amount of info on the towns served by the Rio Grande and neighboring railroads. This site is worth checking out.

THE ELECTRIC NOTEPAD by Dave Klein

As this is my first Notepad for the year, let me wish you a belated Happy New Year, and as you can probably guess, Santa again stiffed me of a winning Lottery ticket. He probably keeps them all to help support his toy-building enterprise, but what about all that Frequent Flier mileage? Actually, I found a way to guarantee that I'll get the presents that I want: order them myself and then forget about them! You can do this too without having Alzheimer's; I ordered two DVD's over a year ago, but due to production problems, one was recently received and I'm still waiting for the other. I also just received a model from Die-Cast Direct that was ordered last September. CORGI just released them this month: an O-scale single-truck Birney car lettered for New York's Steinway Lines. The unpowered car is beautiful and the box is marked 1:48, true O-scale, not the 1:50 size of their PCC trolleys. As noted in a previous Notepad, the first few Birney cars are to be unpowered with 3-rail (Lionel-style) powered versions to follow. I'm sure that there will be powering kits from other sources soon. I'll bring the model to the next NRHS meeting.

As you know, a number of us are also members of the Space Coast Model Train Club. Articles about the club appeared recently in local sections of the Florida Today newspaper. If you lived in the northern part of Brevard, you saw a picture of Roy Whitson and our N-scale layout; the central part of Brevard got a picture of (ahem) your intrepid reporter and the HO layout. I've heard that there was a version of the article without any picture as well. The publicity helped us get a few new members. Unfortunately, our landlord has just informed us about a substantial rent increase that will probably cause us to look for a new home; the new rent would probably require many more members and/or a large dues increase for the club. If any of you out there know of a 900 square foot (or so) space that we could rent reasonably in the central Brevard area, please let myself or Robby know. A perfect solution would be a city, county, or organization that would sublet to us. Many moons ago, the club sublet a few rooms from the Kiwanis; they rented the Cocoa-owned building that used to be under the water tower. When we had to move from there, we did look at other venues, but access, security, and other factors forced us to rent a storefront. Now the search begins again.

From the Electric Railway Clubs of Florida's SE Division comes word that the PCC cars that are assigned to Boston's Mattapan-Ashmont line will be equipped with pantographs instead of poles. The Red Line terminal at Ashmont will be upgraded, as well as the entire trolley line, dur-

ing which the trolley operations will be suspended for a year. Except for some tourist operations such as Tampa and San Francisco's F Line, this will leave only New Orleans, Philadelphia, and Toronto with trolley poles in North America.

Speaking of New Orleans, the ERC/FLA noted that "the St. Charles Ave. line suffered substantial damage to the overhead wire and substations. The original Perley Thomas cars, the Ford Bacon and Davis car (#29) and the semi-convertible were not significantly damaged. The inner, river end, of the Canal, Riverfront, and City Park lines were also substantially undamaged. However, the 25 new 2000-series replicas, and all but one of the 450 series replicas have been in toxic and corrosive water up to their dashers." Supposedly the RTA will receive \$70 million of Federal money for upgrades and repairs. Recent news reports show some of the green (Perley Thomas) cars running in the city; I have not heard if these non-ADA-equipped cars have been exempted from the Historic Register rules, at least temporarily. Hmmmm If the system gets brand new equipment, will the "damaged" cars be available for use in trolley museums or other heritage operations? I betcha they could repair them for a lot less money. Stay tuned and while you're waiting, don't forget the next Fred Rose's Train Show in Eau Gallie on March 4. See you next time!

STACK TALK February 2006 Neil Moran

China

Well it has finally come. The end of steam on mainline over the Ji Tong Railway! Back on December 9, 2005, two QJs made their final run from Daban west over Jing Peng Pass into history. QJs 7038 and 7119 were given a cosmetic overhaul, then were repainted with new front plates, rings around the smoke box and brass fittings along with brass numbers for their final trip. Special Chinese lettering was also applied with red bunting. Hundreds of people were on hand with high-ranking officials of the Ji Tong Railway. Both engines stood alone as the ceremonies were taking place in fact, at one time they were placed side by side so that the media along with government officials and rail fans could record this for posterity. After some speech making the engines were then moved onto the same track and coupled with the 7038 in the lead. Still later both locomotives backed down to their consist, coupled up and within a few minutes began their last journey towards Jing Peng.

Needless to say the road that follows the railroad was filled with cars. In fact several photographers had already picked out their favorite spots, such as the summit in Jing Peng Pass where the train climbs up a long sweeping curve past two semaphore signals before entering the summit tunnel. Truly a magnificent sight!! Thankfully the engine crew moved a little slower than normal speed to accommodate the photographers who were making the most of this situation. Even the weather cooperated with a bright sunny day to the delight of the chasers.

Regrettably the last of the passenger steam trains from Daban to Chabuga followed the next day. However there were no major ceremonies that took place, although the event was noted by local news reporters and of course hundreds of rail fans. These fans especially lined up in great numbers on the third level of an ascent up towards Reissue. At this point to gain elevation the train winds upwards around a mountain on three different levels.

At Daban just a few short days before the final steam run, ten new DF4 diesels had arrived delivering the final blow. The remaining twenty QJs that were serviceable were taken off the mainline and stored serviceable.

Several reporters who were allowed to photograph the final days said, "It was an end to an era." Seems it was only yesterday when I was over there witnessing these same things seemingly out of a time warp. Something that only H.G. Wells could have dreamed up. Here we had a mainline railway that was built in the 1990s with all the modern technology on hand using steam locomotives built in that same era. The railroad stretched for more than 1,200 km over prairies and mountains. The last steam engine was produced in 1986, a far cry from the Rich-

ard Trevithick's first steam locomotive built in 1804. Mr. Su Nan, Deputy Board Chairman of China National Railway said, "We have moved into another century." When the final twenty QJs were taken out of service all the engines had to be fully lubricated. Rods were disconnected and then pushed back into storage tracks to await their ultimate fate!! What the future holds for these engines is anyone's guess. The Chinese have not yet commented.

Although mainline steam has disappeared, there is steam at several mining operations. Sandaoling is undoubtedly one of the great steam spectacles worth traveling to. The management was adamant that they would continue to use steam for another twenty years. That might be stretching a bit, but surely at least another five years. While Sandaoling continues to keep steam, unfortunately some of the other industrial locations may not last five years. China National Railway (CNR) attitude is beginning to harden towards steam power as it is becoming impossible to transport engines for overhauling. Another mining operation is the narrow gauge at Weiyuan. A great spot to photograph this line is at the Huangjingow village crossing. They still have thirty-two locomotives working, and thirty-two cold in the shed. At Shibaxi ten locomotives still work this very scenic railway. Some trains have mixed consist as villagers still travel on trains. Then there is the Podicun line which runs to Dongjiahe. They still have three QJs in use that run as far as Chenghe. One last railway to report on is over at the steel works in Handan. Seven SY Class 2-8-2s are in use, but diesels are also in evidence near the blast furnaces.

Next month I will report on other steam operations still running in China. Yes, there is enough to talk about and keep your interest peaked. As of now all is not lost!!

SOUTH AFRICA

This continent offers some interesting news this month. We start at Paton's Country Railway in Kwa Zulu Natal. The museum recently had a special train powered by a 19 D Class 4-8-2 #2669 from Creighton to Underberg and return. This trip proved very popular and sold out very quickly. In fact other excursions are planned for the 2006 season. In recent news sent to me, the museum has planned monthly trips out of Creighton approximately the second Saturday each month.

The Reefsteames in Germiston had excursions to Cullinan to tie in with their centenary celebration of the railway's famous diamond town on the last day in October. A 15 F Class #30 16 was at the head end. This museum is hard at work restoring its 25 NCG Class #3472 and expected to be operational this year. At Sanrasm, Krugersdorp last November they had one of their GMAM Garratt's vandalized at the Harmony Gold Mine property. At present it is not known how much damage was done to this locomotive. The museum is very much concerned about the restoration cost. The groups 10-wheeler Class 6A#454 is expected to be ready for testing when you read this. Also a 14 R Mountain class 4-8-2 has passed her boiler inspection enabling the future operation of this locomotive for another three years.

Friends of the Rail in Preturia recently operated over its Cullinan line using a 19 D Class 4-8-2 and Class 24 2-8-4 #3664. This doubleheader was considered a smash hit and was almost sold out. Both engines performed well and had many photo runbys to the delight of the rail fans.

ZIMBABWE

At Bulawayo the museum has done a noble job in restoring a Class 14 A 2-6-2 + 2-6-2 #519 Bayer Garratt. The locomotive was outshopped last December near the depot in Bulawayo shed. This project will take many months to complete, and then the engine will return to service. Another Garratt is also undergoing repairs. This is #611 a 16 A Class 2-8-2 + 2-8-2. It has had her driving wheels removed, and now work has started on dismantling the boiler and cab. Included are several 15 Class #386, #416 and #424 all operating in the Bulawayo yards. While switching cars in the yards #536 a 15 Class ran into a dock wall and damaged both injectors, which were subsequently repaired. Accidents do happen!!

CANADA

We now move half way around the world to Lethbridge, Alberta. The famous Lethbridge Bridge, constructed between 1907 and 1909, has been designated by the Provincial Government, as a national landmark. The bridge was constructed under heavy duress due to very strong winds, dry soils, and extreme cold temperatures in the Oldman River valley. The reason for the bridge was to shorten the railway line between Lethbridge and Fort Macleod. West out of Ft. Macleod the rails eventually lead to the very scenic Crows Nest Pass and then to Golden on the Kootenay Division. Both towns have gotten together to try to run a steam excursion over this high level bridge each day. "Our primary focus is to bring large numbers of tourists into this section of Alberta" said Clint Dunford, Alberta's Minister of Economics. The steam train would leave from the East Side of the bridge near the old Gait mine site, taking passengers across it and to Ft. Macleod where tourists could spend as day at the Fort. On returning to Lethbridge, overnight accommodations would be available. Of course this includes eating and shopping as well as visiting the Lethbridge Botanical Gardens. Presently, approval from CPR is a must, but they have no proposal from Lethbridge as yet. "If the community makes this a priority, the minister would then take it to the Government" said Clint Dunford.

There are key issues here that must be addressed including an excursion operator as well as insurance and liability. These are major factors in today's world. Also to be considered are financing, staffing, various contracts in terms of equipment. CPR is most concerned here. They would not like its regular freight service disrupted and you cannot blame them for that concern. All in all, this plan has lots of merits and could be a huge uplift to these communities. We hope to have further information in future columns.

UNITED STATES

Here we have both good and bad news to report. Let's get the bad news out of the way first. On December 10 at approximately 12:05 PM a train consisting of two of the City of Portland historical steam locomotives, ex SP #4449 and SP&S #700 derailed at a slow speed. Both engines somehow slipped off the track and came to an abrupt stop. Fortunately both 4-8-4s did not turn over. The train departed a boarding site near the Oregon Museum and Industry bound for Sellwood Park, along with one baggage car and three coaches.

Happily the baggage car and the three coaches stayed on the tracks and no one was hurt. This included the crews in the cabs of the respective locomotives. Later the cars were uncoupled from the engines and taken to a location near Sellwood where the passengers then boarded busses back to Portland. Professional railroaders in the area, hearing about the accident, immediately responded offering any assistance needed to return the locomotives onto the rails. Within a few hours crews were on the site of the derailment and had both locomotives back on the track by 7 PM. The engines were then moved to Oak Park under their own power. Volunteers from the Oregon Rail Heritage Foundation immediately assisted in minor repairs under the direction of the Oregon Pacific Rail Repairs Group. Due to the length of the two steam engines nearly 350 feet of track had to be repaired. When this report was written no cause had been determined as to the derailment. It was later understood that the rail simply turned over due to the weight of both locomotives. Remember Murphy's Law is always in effect!!

Several lines are offering "Snow Specials" during this month and here are a few of them. First is out west at the Durango and Silverton Railroad in Durango, Colorado. The railroad is having its second *annual winter photo session*. This train will run to Cascade Wye on Sunday February 19. In all probability a K28 Class Mike will be on the point. The train departs at 8 AM for a full day of spectacular photography in the pristine wilderness. This includes going over the high line above the Animas River along with several bridges that parallel this active river. Also included in the scenery arc many mountainous locations where numerous runbys in both directions arc offered. Hopefully several inches of snow will be on the ground that should add to this photo adventure. Coach tickets were limited to one hundred passengers and caboose seating

was limited to just eight passengers. Coach seating was listed for \$89 while caboose seating was \$135. For reservations call 970-247-2733 or 1-888-train-07 or visit web site www.durangotrain.com. Next, we move over to a combination deal with Nevada Northern and Heber Valley combining for a spectacular six-day run in the snow and sub freezing weather. This dual effort starts on February 3 with a night photo session at the historical station and engine house. On February 4 at 8 AM the first photo location is at the engine house where both #40, a ten-wheeler and #93 a 2-8-0 Consol will come out of the engine house together, then separately. Following that location it is off to the coaling tower for several photo shots of both engines taking water and moving around. After that, you will walk to the station, board the train and head south through the tunnel down to the copper mines at the end of the line for many photo runbys. There is also a wye there for photo opportunities. Then back to the station for lunch and after lunch it is up to the high line section with a different locomotive for more photos in this mountainous region. That evening there is a delicious buffet in the station and after dinner a night photo session with both locomotives.

The following day (Feb.5), it is off to the high line again with a double header for many photo stops. Back to the station for lunch and then down to the copper mines with several shots at both sides of the tunnel hopefully in perfect light. The following day (Feb.6) you drive to the Heber Valley RR east of Salt Lake City in the Watasch Mountains, and that night there will be a photo session with ex-UP #618 a 2-8-0 Consol. These photo sessions will be around the station, water plug, and engine house. The next day (Feb. 8) you board the train at the station and head through the town along the reservoir which will be solidly frozen over toward Vivian Park. Along the reservoir area there will be many photo runbys conducted. One of the spots will be at the wooden bridge over the Provo River deep in the canyons. Here many photo opportunities will take place. Late that afternoon the train returns to the depot. That night a supper will take place at the station followed by a night photo shoot. The final day (Feb. 9) departure from the station is at 7 AM to get the predawn shot with mountains in the background. The special effects of the steam locomotive with the temperature around zero or less will be awesome! Once again along the reservoir there will be many photo locations in the offering. After lunch on board, it will be off to the wooden trestle over the Provo River where again several photo runbys will occur. Aside from the locations mentioned above, there are several other photo spots in the mountains. When you arrive back you will be completely exhausted and numb but truly ready for a warm bed and a good night's sleep.

As a side note, the first week at the Nevada Northern has been completely sold out but you can still purchase tickets for the weekend of the Feb. 10, 11 and 12. Dress accordingly.

Many thanks to the following who contributed to this month's column: John Biehn, Dayton Railway Society; Ed Emery, Toronto Canada; Andrea Seid, Durango Silverton Railway; and the Director of Nevada Northern Railway; John Reilly, RRE-NY; Emil Weichand. Bergen/Rockland NRHS; and your most humble servant in steam.

NEWS AND OTHER STORIES

FAST RUNNING

The St. Louis Republican of recent date says: "Mr. F. W. Hill, of this city, long a railroad man and late of the Hannibal & St. Joe road, contributes the most interesting figures yet applying to the mile-a-minute controversy. From the facts given it is shown that the speed of a mile a minute has frequently been exceeded by trains on American roads. In the year 1872, Mr. Hill states, Thomas McDonald, engineer of engine No. 36, a five-foot wheel freight engine on the Missouri, Kansas and Texas Railroad, ran from Parsons, Kansas to Sedalia, Mo., a distance of 156 miles, making more than a mile a minute over a greater part of the way. The occasion of this run was to get Phil Sheridan to Sedalia in time to catch the regular train on the Missouri Pacific Railroad in order that he might

reach Chicago in time to keep an engagement. Col. R. S. Stevens, General Manager of the Missouri, Kansas and Texas Railway, was on the train with Sheridan. The most remarkable thing about this run was that the engineer did not know ten minutes before he started that a fast run was expected - in fact, he came in with a freight train late the night previous and expected to go out on freight the next day. At four o'clock A. M. he was called out of bed and not given time to oil his engine properly, as the train was waiting. All railroad men will understand what it means to take an engine off freight and make such a run. The same gentleman also furnishes the following account of fast time made in different years:

"In the year 185-, Albany to New York, Hudson River Railroad, 144 miles, 2 hours and 49 minutes.

"In 1855, New York Central Railroad, locomotive Hamilton Davis, with six cars, 14 miles in 11 minutes.

"In 1850, Paddington to Slough, England, 18 miles in 15 minutes.

"In 1862, Boston to New York, express train via Providence and New London, 230 miles in 5 hours and 27 minutes running time.

"In 1868, Indianapolis to Pittsburgh, 381 miles in eight hours running time, 47 5/8 miles per hour.

"In 1868, Janesville, Wis., to Chicago, 91 miles in 90 minutes. This was done by an engine built at the shops of the Chicago and Northwestern Railroad Company by George W. Cushing. I believe the engine pulled two cars, and side-tracked once to let a train pass they met."

From Scientific American, Oct 25, 1879 via <http://home.mindspring.com/~railroadstories>

From Safety to Peril to Save Life.

SIX months after the fact, President Roosevelt gave public recognition to one of the nerviest feats performed in the history of railroading. On December 21, 1905, George H. Williams, of Quincy, Massachusetts, was at the throttle of the "One Minute" flyer pulling out of Quincy. Suddenly he caught sight of a woman on the track dead ahead, apparently doomed to death beneath his train or a passenger train running rapidly in on the other track. To shut off steam and throw on the air was the work of an instant, and Williams sprang out on the running board and down to the cowcatcher, hoping to catch the woman before the engine should strike her. Before he could reach her, confused by the roar of the two trains, she sprang across the track directly in the path of the other engine. Unhesitatingly Williams left the safety of the cow-catcher of his own engine and sprang after her, seizing her and throwing her to safety as the other engine bore down on them. The woman landed clear, but the right side of the cowcatcher caught Williams and tossed him to one side, unconscious, and apparently dead.

Three months in the Quincy City hospital brought him around. Meanwhile, the woman whom he had saved, Mrs. H. H. Hill, of Quincy, was moving heaven and earth to insure his reward. Finally, after much unwinding of red tape, the President granted Williams one of the little bronze medals provided for in the act of February 25, 1905. Only two others have been awarded, and the honor is not to be lightly held.

Fight Hot Steam to Stop Their Train.

THE railroad men who should have careful consideration as possible wearers of the railroad life-saving medal established by Congress a year and a half ago are Engineer W. H. Swain and Fireman Louis Morgan, of the Oregon Railroad and Navigation Company. On the 6th of last February they were taking their train, the Pacific Express, over the regular run westbound. They had reached the bottom of a long grade about four miles out of Bridal Veil, the sixth station east

of Portland, when the injector-pipe exploded and the cab was filled with blinding, blistering, scalding steam. It was flee or be cooked alive, and the engineer and fireman fled to the tender. Then sober second thought came to them. The flyer was on the track ahead somewhere near Bridal Veil, delayed by a refractory engine. With two hundred pounds of steam and the momentum of a long downgrade run, there was nothing that could prevent the express from crashing at full speed into the rear of the flyer. Let the fireman tell his own story of what happened:

"Both of us knew that the flyer was on the track at Bridal Veil. We knew that she had trouble with her engine, because we had been signaled several times farther back on the line. We knew there was no way to get word ahead and that if we could not stop our own train within a few minutes no power on earth could prevent a collision. The whole situation went through my mind like a flash. I knew it was impossible to get to the throttle or the air brake through the cab, for I would have been cooked before I got inside the door. I knew that less than four miles lay between the flyer and us. The nine or ten minutes that elapsed before the crash were seemingly but a second.

"I had been in a similar accident before, and that time had reached the throttle and shut it off by crawling over the engine-cab and reaching through the lookout-window. This was my only chance, and I attempted to crawl on top of the cab through the blinding steam. I could get no hold, and the train was pitching so I fell. A second time I made the roof of the cab and reached for the ventilator-hole to brace myself. A cloud of scalding steam caught me in the face and I almost went off.

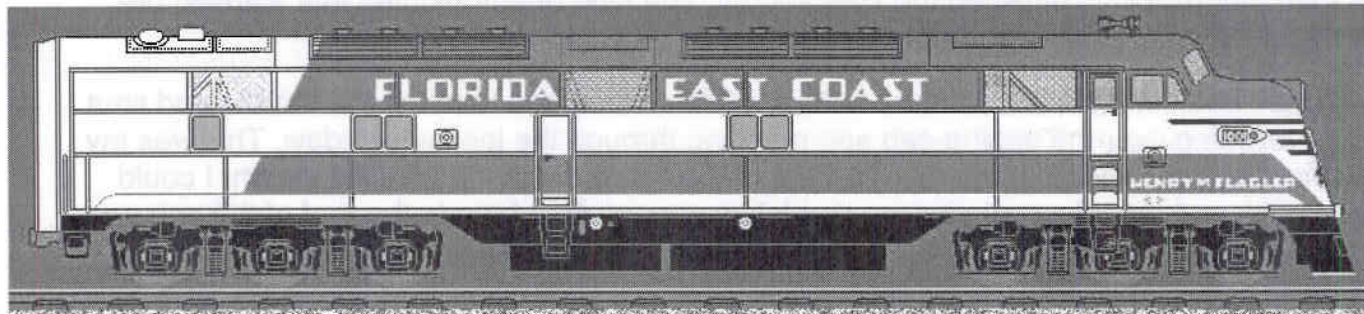
"I managed to crawl over and down upon the running-board. Wrapping my jumper about my head, I broke the lookout-window glass and reached for the throttle. I couldn't see it, but finally felt it and pulled it shut. I was afraid to look to see how close we were to the flyer. Every instant I expected a crash and that all would be over. But I knew the air brakes must be applied to stop the train, and I tried to reach the lever, then I looked up. The engine was upon the Pullman of the flyer. I felt the shock of the collision as I jumped. I did my best, but I could not stop the train."

While the fireman was fighting forward over the top of the cab, the engineer was struggling desperately to reach the throttle through the rear. Again and again he plunged forward, only to be driven back by the scalding steam that boiled out through the broken injector-pipe. When the flesh began to drop from his scalded hands and he could no longer see, he gave up trying to reach the throttle and crawled painfully back over the tender, hoping to uncouple the air-hose at the rear and so set the brakes. But he had stayed too long in the steam of the cab, and the flesh dropped from his hands whenever he grasped the hose. He was lying across the bumpers, still fighting to release the imprisoned air, when his engine struck the flyer. The collision had not been averted, but if the fireman had not caught the throttle when he did the locomotive would have plowed into the Pullmans of the flyer at full speed. As it was, no lives were lost.

From "railroad Man's Magazine", Oct 1906 via <http://home.mindspring.com/~railroad>

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From http://www.getcruising.com/rails/_fec.html

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Next Meeting: Monday February 13, 7:00 PM
Central Brevard Library & Reference Center
308 Forrest Avenue, Cocoa, FL 321 633-1792
Program: Neil Moran, Steam in China

