

The *EAST COAST CHAMPION*

January 2003

2003 DUES PAYABLE NOW

Yes, it is that time of year again! The dues for 2003 come 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

I'd like to thank the members of the Florida East Coast Chapter, NRHS for electing me to the office of President. I'll do my best to be worthy of your trust.

For openers, I'd like to take the opportunity to thank Robert Selle for his YEARS of service to this organization. It's folks like Bob who day after day take the time that an organization like ours needs. Volunteer work is often thankless as well as time consuming, but without it, the NRHS would not exist. This goes for all of you who have given of your time over the years.

It reminds me of a railroad story.....at the Old Auto-Train. I had been elected Local Chairman of the union. This job involves confrontation with the Company since you have to process grievances against the railroad as well as defend men who are charged with infractions of the book of rules. After running the yard engine all day, I'd have dinner somewhere and go to the union hall and do paperwork until 10pm or so. I had a cot set up in the office and I'd sleep there 2 nights a week rather than drive back and forth to Cocoa everyday. In this way I was able to keep my head above water and do a fairly good job of moving grievances and other paperwork along.

All went well for a few months until at one of the monthly meetings, someone demanded to know "Why is brother Smith sleeping in the union office and using electricity at our expense? He's getting paid a lot of money as Local Chairman." (The LC job, like offices at the FEC chapter, is unpaid)

At the end of the year I didn't run for office again and the office went to a beer-gut troublemaker whose first thing in the office was to spend the local treasury on a huge beer party which left the local in debt.

I guess the moral here is to show that you should appreciate all the volunteers who keep our Chapter afloat. I know I do.

Aside from that, I want to wish you all a happy and prosperous New Year.

Regards,
Walter E. Smith

MINUTES FROM THE DECEMBER MEETING

Chapter President Chuck Billings called the meeting to order at 7:10 PM on December 9, 2002. President Chuck Billings introduced guests Frank Ziegert, Rich Nordstrom and Bob Yost.

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

TREASURER'S REPORT –Bob Selle gave the Treasurer's report. This month Bob's report included a detailed breakdown of this year's source of income and expenses.

BOOK RAFFLE – The December raffle book, *Northwestern Steam Power*, was again won by this writer.

OLD BUSINESS

- President Billings asked for a show-of-hands from people interested in visiting the O-gauge layout and model train collection in Ormond Beach that we have heard so much about. Twelve of the members present expressed interest. Chuck will set up a field trip for late January or early February.
- The Chapter again had a table at the Fred Rose train show in Melbourne. The chapter made 25.10 dollars on sales of old magazines. Jerry Sheehan again set up a display of railroad artifacts. Jerry commented that the Chapter Members should spend some time at the chapter table to meet some of the interesting people who stop.
- Hal Greenlee commented that *Speedway to Sunshine* is now available from Amazon.com. Don Pirson and Ron Halverstadt asked that their names be added to the reservation list at "The Garden Street Depot".

NEW BUSINESS –

- Langdon Brown spoke on behalf of the Community Services Council. That organization is in need of volunteers to aid the homebound. There is a special need for those who can drive the needy to the doctor, drug store, grocery store, etc.

ANNUAL ELECTION –

- The slate of candidates was as follows:

President –	Walt Smith
Vice President –	Hal Greenlee
	Don Pirson
Treasurer –	Bob Selle
Secretary –	Harlan Hannah
National Director –	Tom Hammond
- There were no nominations from the floor for the above positions. Bob Selle did however point out that the Historian was also an elected position and had been omitted from the Slate of Candidates. He then nominated Jerry Sheehan to continue in that position.
- The following were elected/re-elected without a recount: Walt Smith, Hal Greenlee, Bob Selle, Harlan Hannah, Tom Hammond, and Jerry Sheehan.

REPORTS AND ANNOUNCEMENTS –

- Two FEC locomotives have been parked in the South Melbourne yards. The reason for their presence there is unknown.
- FEC sidings have been removed at Eau Gaulle Blvd. and at Barnes Blvd (to Budweiser distributor).

PROGRAM – Dick Alkus supplied a video on C&O locomotive 614 being operated in West Virginia on the behalf of The Coal Producers Association to collect engineering data for a proposed new highly efficient steam locomotive. The video was film by chapter member Marty Megregian.

STACK TALK

by Neil Moran

Happy New Year everyone! Hopefully you all had a great holiday season. I'll begin this new year with excerpts from my most recent trip to China. If one can put up with the flight time involved, half your battle is won. Getting to Chicago is your first step. From Chicago you leave on United to Beijing which takes approximately 15 hours. To be in a plane for that length of time puts some hardship on you, but somehow one endures. Since United Airlines prohibits "wing walking," taking trips up and down the aisles of our wide-bodied jet seems to be the only way to get circulation back in your legs. If you can sleep on a plane, all the more better. Arriving in Beijing Airport in an almost comatose state, we went through immigration without a problem, and met our tour guide "Jun," who was our main guide. With bags in hand we drove to a hotel where we met five other people who were in our group, eight in all. We then went for supper and a clean-up. After supper all of us piled into the van and went to a railroad station to board a train that would take us on an overnight journey to Chifeng. Now "soft class sleeper" is no picnic, but it beats "hard class." Soft class is a mat that lies on a hard board that feels

like you're sleeping on a floor covered by a rug. Now imagine putting four people in an 8x8 compartment with luggage -- I brought three bags, my companion John Brices brought four bags, and the two other chaps brought four bags each. Cramming all that luggage above and below our beds was indeed a thing of beauty to watch. It reminded me from a scene out of an old Marx Brothers movie called "A Night at the Opera," when the Marx Brothers invite waiters, ship personnel and friends into their room. Finally the plumber comes to the door and opens it, and 15 people come flying out the door. John and I had the lower berths and the other two had to climb up to small foot platforms to reach the upper berths. A feat done with great acrobatic dexterity. We slept in our clothes that night, and arrived at Chifeng around 7 a.m. We then met four more guides, each van had a driver and an English speaking guide. After breakfast we then drove three more hours toward our final destination, Reshui, and hopefully to freshen up and relax a bit. This was not the case, nearing Reshui we spotted smoke a mile off, and quickly changed plans to chase this train. I was ill-prepared to do this as all my equipment was at the back of the van and buried under other bags. Our first location was an "S" curve, but by the time I got all my equipment ready, plus having to walk a hundred yards to the track, all I could do was watch two 2-10-2's go by pulling a coal drag. Nothing like starting off a railfan trip being a successful failure.

Everyone decided to chase this freight as far as we could with proper light. It was already close to 3 p.m. and light would end around 4:30. We did manage to get the freight at three other locations before entering the fabled Jing Peng Pass. We turn back to our hotel, called the "Railroad Hotel," with a large railroad insignia on it depicting the Jitong Railway. Accommodations are at best sparse. Two beds, no clothes closet, and fortunately an English-style bathroom. A TV was in the room with plenty of channels to select from, unfortunately all in Chinese, with a heavy flavor of Communistic propaganda. Supper that night proved interesting with some decent dishes. Getting back to our hotel and after showering and shaving (no hot water in the morning) collapsed into a deep sleep. Five a.m. comes early, and after breakfast, our tour guide Jun got the schedule of east and westbound traffic. Driving up towards Jing Peng Pass we noticed it had snowed over five inches a day or two before, making the Pass look like a winter wonderland. Our first shot was with an westbound doubleheader coming up a 1% grade with the sun almost coming over the mountain. A to-die-for shot. We then moved on to the summit tunnel where the train goes under the road. The tunnel is guarded by a semaphore signal. Walking down the hill to the mouth of the tunnel, some of our group headed for an open field, a good location. Being a more adventurous type, I went into the tunnel about 50 feet and was waiting for the train when the doubleheader with 21-10-2s came around the curve and entered the tunnel. I was plastered alongside the wall and got one of the most exciting shots I've ever taken. When those engines rolled by it was like being inside a gun turret of the old battleship Missouri. After the train passed, and I started walking out, I still couldn't hear for a minute or two. We moved on to the high line of the pass where the track is about 100 feet above the road. Some great photography here, especially with snow as a backdrop. I'm sure most of you have seen the high, curved viaduct at Si Ming Yi in several railroad magazines; this is the place you want to be in the afternoon. Eastbound freights are spotted across the valley coming out of Xiakengzi Station on an almost 2% grade that sounds like a tornado approaching you. They come across the road you travel on, make a loop around to the beginning of the viaduct. The sound is incredible! You start shooting on the inside of the viaduct and continue as the train comes around the curve above you and passes by at 15 mph. A fantasy come true! There are several angles you can shoot the viaduct from. Depending on the schedule, one can spend the entire afternoon there. Since we had snow and ice, our vans couldn't get up the dirt road to the track above the viaducts. So we had to be helped up the hill, a twenty-minute exhausting walk at 5000 foot altitude. Not an easy task. but once attained, the scene is incredible. Westbound freights come out of a deep cut, come past you, and go over the circular viaduct and descend into a loop to go over the road. Pretty much downhill with some smoke. Eastbound, they blast out of the loop, ascend the viaduct with plumes of smoke rising 50 feet above the locomotive, come past you and enter the cut. What a sight, what a sound!!

This magical land is also the land of the semaphores. At the east portal of the summit sit two semaphores which protect two tracks. Mind you all signals are set for the left side since the engineer sits on the left side and the firemen (two) on the right. These are hand-bombers, so two firemen. As the eastbound trains pass the Shangdian Station, there the tracks spread to three, and you enter what might be called a forest of semaphores. Signals protect this location and meets are commonplace here. Imagine if you will a westbound freight just coming off a stiff 1 to 2% grade stopping at this location almost surrounded by semaphores waiting to be passed by an eastbound freight. All I can say is, Wow!! All signals and switches are hand operated. Surely a scene out of the 1930s. One has to watch when crossing the tracks there, as there are wires alongside the tracks. Stations have a guard on duty who comes out and watches every train that passes. He has in his possession a green or red flag, and will wave a green flag at the guard standing at the end of the guard's van (caboose) if all is well. Since there are five or six meeting places in the Pass, semaphores reign supreme at each location.

Tunnel two and three which are located near the brickworks near Tou Di are very impressive. The van goes through Tou Di avoiding people, goats, pigs, mules, chickens, and bicycles on what we would call a cow path rather than a road. Once you have dodged all this traffic the van goes into a valley. A westbound is what you want to get as it comes up a steady 1% grade, crosses over a bridge, goes into Tunnel #3 and blasts out at 15 mph. The plume bursting out is worth the effort. The train then rolls past you and enters into Tunnel #2. Eastbound is all downhill, but still good up to Tunnel #2 as it comes out at 30 mph with some smoke. A very dramatic shot. These are some of the highlights of Jing Peng Pass. Next month I will continue within the Pass, and if space permits, take you to the place where steam locomotives congregate like ants of sugar, "Daban." The smoke is so thick it blocks out the sun. In James Hilton's movie "Lost Horizons," Conway, the main character, discovers Shangri-La for the first time. Rubbing his eyes in disbelief, he says, "It was a strange and incredible sight. At first I thought my eyes were playing tricks on me. But no it was true, I had found Utopia."

Let's now return to our usual format. Word has reached me that Canadian Pacific Hudson #2816 will come east to Montreal for the inauguration of the new buildings that are presently under construction at the Delson Railroad museum near Montreal. Presently it is not known what her route will be and where she will make servicing stops on her way east. Nor is it known what dates the railroad has in mind. Further details will come in soon, and I'll keep you informed. The 4-6-4 Hudson sits in the Calgary shops for the winter undergoing some repairs.

The Essex Terminal Railroad celebrated its 100th anniversary last year. Incorporated in 1902 it began its existence as a connection between the Grand Trunk and the Canadian Bridge Plant on the east side of Windsor, Ontario. Last September the City of Windsor ran a campaign called "Together in Caring" to support the regional hospitals. A group headed by Roy Broadbear decided to ask the ETR to bring their steam locomotive #9 an 0-6-0 over. It didn't take too much time for the ETR to decide to do it. Over 300 railfans climbed aboard and lined the tracks on the first leg of the journey to Amherstburg. At Amherstburg several runs were scheduled along with a "Hobo Lunch." Later the next day the train departed for Windsor. The ETR has direct connections with CN, CPR, CSX and NS railways, also extending right into Windsor. Once there a week's worth of excursions were set up to run for a week, sponsored by various groups. No. 9 pulled a five-car train with a diesel on the rear as there were no turning facilities at either end. All trips were sold out, I'm happy to say, and the week proved very profitable for Amherstburg and Windsor. One of the groups made up a phrase hitting the nail on the head: "Engine, engine, number nine, is going down the railroad line."

Moving down to our country, there's a report out of New Mexico that there's a chance for the Cumbres & Toltec RR to survive. For the second time in three years the C&T is without an operator. The locomotives, rolling stock, shops, and other equipment are all stored for the winter. The Rio Grande Railway Preservation Corporation has nearly vacated the property, and the C&TS Commission which looks after the property for the states of Colorado and New Mexico has received six positive offers from parties interested in operating the railroad. The leading bidders are RGRPC itself and Lindsey Ashby's Georgetown Loop Railroad. The Commission plans to name a new operator very soon, but recent gubernatorial elections may have an impact not only on the timetable but also on the makeup of the Commission itself. Politics and railroads never seem to fit, do they?

Up we go to the Pacific Northwest, and some news on ex-Rayonier Willamette #2. She was the last of the Willamette's engines to be built. She was recently purchased by Jim Gertz of Port Angeles, Washington. In 1962 for \$1,000 the locomotive was moved from a park where it resided for 40 years to the Mount Ranier Scenic Railway workshops in Mineral, Washington, for an overhaul to operating condition.

Another railroad operating on a wing and prayer is the McCloud River Railroad in northern California. Since 9/11/01, tourism has been down, and the railroad isn't making much money, plus repairs have been required to rolling stock and additional trackwork. They're looking for some help from a sponsor. Aren't they all!

Over at the Michigan State Trust for Railway Preservation, this group is moving forward with their commitment to run the 2-8-4 #12256 to the B&O Museum in Baltimore next June for the "Fair of the Iron Horse." Getting there and back again will be a major move. It will consist of a 21-day, 1450-mile round trip ordeal. Dennis Braid, the MSTRP's Chief Operating Officer, has arranged a preliminary inspection of the locomotive and shop practices by the CSX Mechanical Department along with the FRA to start the approval process to run PM #1225 from Ann Pere (Howell, Michigan) all the way to Baltimore over CSX tracks. Right now #1225 is undergoing intensive mechanical inspections that go deep into all systems. The MSTRP is also preparing for the Berkshire's participation in another significant event. This is a new movie which is called, "The Polar Express," featuring Tom Hanks and the Pere Marquette engine. This movie is being produced by Warner Brothers. Mr. Dennis is working very closely with the graphic image people at Warner Brothers in designing the computer-generated

image of the locomotive. Strangely enough they are basing the graphical images on the drawings, videos and photos Mr. Dennis has been sending them. The roaring fire breathing steam locomotive of the popular children's story should resemble the 1225 when it's ready to hit the screens in December, 2004.

With the Nickel Plate Mikado #587 up and running again with two trips that ran last September, she is now a candidate to come to the "Fair of the Iron Horse" next June. This was her first revenue run in two years, since going down in 2001 with a bad journal to one of her drivers. In 2002 they discovered during a hydro test several leaks in the superheater and boiler tubes. Last August three new flues were installed and many superheater elements welded. She is now on the National Register of Historic Places.

Last October the East Broad Top Railroad had a five day series of photo charters and several public excursions that started back on October 18. General manager Stanley Hall confirmed that the EBT is indeed planing to operate this year. How? That's a good question. Down to one operating locomotive, this will be a Herculean task at best. The big question is where is the money coming from to refurbish four locomotives? If anybody has the answer, please contact me; I'd love to know.

Many thanks to several people who sent me some of the news you just read. John Biehn (Dayton RR Club), Don Clark (Dayton RR Club), Ed Emory (Toronto, Ontario), and Rich Taylor (Camden & Amboy Society), and your most obedient servant in steam.

Happy holidays to all, and very happy and healthful new year.

UNTIL OUR TRACKS CROSS AGAIN.

THE ELECTRIC NOTEPAD

by Dave Klein

Well, the Tampa Trolley really did open for business last month, but I was sorry to see that the local media didn't really cover the event; Bob Selle called to say that he did see a few minutes' worth of tape on *Local 6 News*, but that was it; I'll have to wait for my "Electric Railway Clubs of Florida" newsletter for more info. With all of the hype about light rail in the Orlando area, I'm sure that someone will look at the Tampa system and get the wrong idea and think of Birney cars and not articulated, multiple-unit, state of the art equipment. I keep telling you, Portland, OR, or Dallas, TX, has the right idea: new stuff for commuters and old (or old-looking) stuff for the tourist areas with one or two transfer stations. (We'll soon be adding Seattle, WA, to this list.) The talk of diesel cars on the CSX lines will be a good start; it would be cheaper and the stations further apart, perfect for commuter rail between downtown Orlando and nearby cities. Perhaps after a few years of successful operations, someone will say: "Hey! I have an idea!, Let's electrify the line!"

I see that the High Speed Rail referendum is forcing people to think of ways to derail the legislation (sorry). Throw in some Disney Dollars, stir for a while, and see what comes out.

Perhaps a combination can work. First, let's have a few definitions. Commuter Rail is somewhat "heavy rail" that runs between major work areas and major housing areas; that is, something that commuters would use every work day. Light Rail uses passenger cars that run in either the major work areas or living areas, but not necessarily both; this allows people to get around in these areas as commuter stations rarely are across the street from everyone's house or office. That leaves the "high speed rail" to link the major cities and perhaps a major work area. So here's my Best Case Scenario, where money is no object: First we have a new multi-modal train and bus terminal facility near Kissimmee (at Disney?). Next, High Speed Rail from Tampa towards Orlando through Kissimmee and, either through OIA or around the "bottom", to the Bee Line towards Port Canaveral and an AMTRAK station near Rt. 1. Commuter Rail crossing through Orlando via the CSX and I-4 corridor from Daytona to Kissimmee. Light Rail serving the International Drive area with new and/or old-looking equipment from the Kissimmee multi-modal bus and rail terminal. The airport, if bypassed, would run a shuttle to the new terminal using stuff similar to their rubber-tired equipment presently being used. Remember, I said that money was no object. Worst case? Nothing new, but with minimum funding, I can see the diesel railcars, from maybe Deltona, feeding downtown Orlando with connections to Lynx. Maybe there'd be enough left over to bring the track into the Orlando Airport.

Would you believe? After all of these years of decrying it being old and falling apart, Seattle's monorail will be upgraded. (And you thought I was quoting your better half referring to you!) The city is planning to expand

their monorail with a 14-mile extension! The city already has a heritage trolley line and trolley busses, plus a new light rail system is being built to the Seattle-Tacoma (SEATAC) airport.

A recent Saturday's television viewing had a Discovery Channel hour on tunnels, including Japan's railway tunnel between their mainland and the northern island, plus a segment on Washington DC's METRO subway tunnels and another digging on New York's 63rd Street Subway connector. At the same time, A&E's "Behind Closed Doors" had a hour showing operations on the New York City's subway. Thank goodness for VCR's.

I recently came across a roll of black and white negatives taken in the '60's. As some of the frames had pictures of the Trolley Museum of New York's cars when they were in storage on Staten Island. I wanted to send some prints to the group for their archives. Here's the *very important* lesson that I learned: most processing equipment nowadays looks for the bar-code that is printed along the negative's edge. The black and white format wasn't a problem, but the negatives were too old and didn't have the bar codes, so only knowledgeable processors can work around it. I got a call from a nice young woman telling me that she can't print the pictures *unless they are cut into individual frames!* Whoa! I told her that a particular person in that establishment knew how to fake out the computer and please wait for him; please, please don't cut the film!! She did wait for him, the prints were made and a set sent to the museum.

At this time of the year, I usually put a plug in for your favorite railroad or trolley museum. Most are hurting due to the loss of tourist dollars and could use your help. Most groups do work during the winter on such long-term projects as car and engine repairs, things that must be done inside anyhow. Send your tax-deductible donations in addition to your dues to them; they'll thank you for it.

The Merritt Square Mall has one of those calendar kiosks again in time for the holidays (near the Radio Shack). The kiosk has a few RR-themed calendars. Also noted recently in Publix that they're selling a battery-operated, radio-controlled, G-scale steam train set for about \$50. Remember those dummy TT-scale trains that Walmart had last year? They're back as a set that's battery operated this time. A steam engine, some cars and plastic track for under \$10; how can they do that? Want stuff that lasts longer and can be repaired? Visit a Fred Rose Train Show!

Until next time, have a Happy Holiday and Happy New Year!

INTERESTING RAIL NEWS

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

Montreal, Maine & Atlantic to have all-GE locomotive fleet

When the new Montreal, Maine & Atlantic replaces the Bangor & Aroostook System January 1 and begins operating the 850-mile New England railroad system, it will become one of the few regionals to rely exclusively on General Electric diesel locomotives. "We're going to be a GE railroad," said Ed Burkhardt, president and CEO of RailWorld, which bought the bankrupt line this year and expects the deal to close December 31.

Why GE's, when Electro-Motive Division products are the power of choice on most regionals? The pricing and availability are right, Burkhardt says. The Montreal, Maine & Atlantic fleet, which is virtually in place, will include C30-7's and B36's that worked for various railroads, Burkhardt said.

RailWorld has tapped Robert C. Grindrod, a former assistant vice president at Wisconsin Central (which Burkhardt helped create and led for a over a decade), as president and CEO of the MM&A. Grindrod is based at the railroad's headquarters in Bangor, Maine. MM&A will employ about 260 people upon startup, Burkhardt said, down from about 300 employed by the B&A System.

The B&A System includes Bangor & Aroostook, Canadian American Railroad, Quebec Southern Railroad, Northern Vermont Railroad, and Logistics Management Systems. The Bangor & Aroostook was forced into bankruptcy in 2001, and other subsidiaries of the B&R System went into voluntary bankruptcy earlier this year to smooth the sale process. Under Iron Road Railways, the system lost quite a bit of traffic while in bankruptcy, Burkhardt said. RailWorld has held several meetings with shippers and believes it has a reasonably good prospects of getting the business back, though "it has to be earned," Burkhardt says. The railroad will be heavily reliant on paper industry traffic, which is on an upswing, he noted.

Union Pacific orders 1 million plastic crossties

Union Pacific has ordered 1 million composite plastic crossties from Houston-based North American Technologies Group., a deal worth \$55 million over six years. UP will install the plastic ties on routes in the humid and wet southeastern parts of its system, where wood ties last only 7 to 15 years. The composite plastic ties are expected to last 50 years and perform better than concrete ties under wet conditions.

AAR fact book available

The 2002 edition of *Railroad Facts*, a pocket-size reference book published by the Association of American Railroads, is available. The book focuses mainly on Class I railroads and contains statistics and graphics for 2001 and selected prior years, in some cases as far back as 1929. *Railroad Facts* contains more than 80 pages of facts and statistics on finance, traffic, operations, plant and equipment, employment and compensation, fuel consumption and cost, and loss and damage. It also contains a profile of each U.S. Class I railroad system, Amtrak, the two major Canadian railway systems, and the two largest Mexican railways. Copies of *Railroad Facts* are available for non-AAR members for \$15 for one copy. The cost for AAR members is \$5 per copy. Click on www.aar.org for ordering information.

Two dozen hurt in Indiana tourist railroad derailment

A century-old rail on the track of the Whitewater Valley Railroad in southeastern Indiana broke as a train passed over it Saturday evening, December 7, resulting in a derailment that injured more than two dozen people. Ten passengers were treated at a hospital and released, the Cincinnati Enquirer reported, and one man was hospitalized overnight. His injuries were not life-threatening.

The popular holiday train, carrying 400 people, was returning to Connersville from a holiday festival in Metamora, a restored canal town, when the incident occurred about 7 p.m. at Laurel, Ind., as the train was moving at about 12 mph. Three of the train's 14 cars derailed alongside the Whitewater Canal, including one that, had it not come to rest leaning against a tree, might have rolled down a 30-foot embankment.

Whitewater Valley has operated tourist excursion service on the route for about two decades. The line is the former Big Four (New York Central) Whitewater Branch. Railroad officials told the newspaper that they planned to resume holiday excursion operations this weekend.

Railfan hailed as hero after aiding victim of grade-crossing collision

A railfan helped pull an injured motorist from her flaming car after it was struck by a CSX train in Deshler, Ohio, on Saturday, December 7, the Toledo Blade newspaper reported. Bill Shaffer was watching trains at Deshler's Crossroads Park, at the diamond crossing of two CSX main lines, when his radio scanner crackled with word of the collision at a grade crossing 2 miles away. He drove to the site and helped pull the critically injured 17-year-old girl from the car, which became fully engulfed in flames just after she was pulled from the vehicle.

Acela Express hits second-year milestone

Amtrak's Acela Express on December 11 marked its second anniversary of revenue service. The trains, capable of 150 mph, have proven popular with passengers and helped Amtrak claim higher market share in the Northeast Corridor than the air shuttles with which it competes. But the trains' reliability record and recurring equipment problems have frustrated the railroad, prompting Amtrak President David Gunn earlier this year to say that he wouldn't buy another one.

Despite the yaw-damper bracket problems on the undercarriage that sidelined the entire fleet in August and have hampered their operation since, the Amtrak flagship service carried more than 2.5 million passengers in the 12 months ending November 30. The trains generated \$293 million in revenue over the period, and would have exceeded the \$300 million revenue projections had ridership not been lost due to the yaw damper problems. Ridership, however, remained below the 3.9 million projected for the trains' first year of service. Twelve of the 20 trains are in regular service, with three held in reserve as replacements.

Decatur, Ga., station creeps away from CSX main line

The former Georgia Railroad depot in Decatur, Ga., this week was slowly moved to a new location a few yards from where it has stood for 111 years in this county seat just east of Atlanta. CSX donated the depot to the city last year, the Atlanta Journal-Constitution reported, but required it to move the structure away from the active railroad. The city and a preservation group plan to restore the vacant structure.

Quotable

"There were know-it-alls up there, including a member of the Amtrak Reform Council, who predicted it would fail." – Ross Capon, executive director of the National Association of Rail Passengers, quoted in an Associated Press story on the first anniversary of the Portland, Maine-Boston "Downeaster" service, which has surpassed revenue forecasts and nearly matched ridership goals. Amtrak is touting the train as a model of how it wants states to pitch in to fund regional services.

"If you want my best guess – we'll survive, because it's totally illogical to push us off the cliff." – Amtrak President David L. Gunn, quoted in the Richmond (Va.) *Times Dispatch*, after being asked whether Amtrak will survive. Its budget request for the current fiscal year is still hanging in the balance in Congress. Gunn was in Richmond to tour the city's Main Street station, which is being restored to host its first passenger trains since 1975. It is expected to open in March.

"We get a cow here, a horse there, maybe a deer every once in awhile, but nothing like this." – Montana Rail Link employee John Hart, who was a member of a railroad crew cleaning up the mess left after 53 stampeding cattle were struck and killed by a freight train in Manhattan, Mont., last week. Hart was quoted in the Bozeman (Mont.) *Daily Chronicle*.

"In May, I took over a railroad that had lost focus and engaged in financial games to make it look like the railroad was making progress toward self-sufficiency. As the DOT Inspector General and others have made clear, no progress was made toward self-sufficiency, and now the railroad is left in terrible shape – financially and physically. The problem can be fixed, but it will take funding and it will take time." – Amtrak President David L. Gunn, in a December 16 letter to Congress, urging it to provide the railroad with \$1.2 billion in funding for the current fiscal year. The Senate has approved that amount, but the House has earmarked just \$762 million.

"There's a train in the commercial?" – A post on an Internet bulletin board regarding a Victoria's Secret television commercial that features models in front of an unidentified steam locomotive.

2002 FINANCIAL REPORT

from Chuck Billings, Immediate Past President

I requested that Treasurer Bob Selle prepare a year-end financial report in order for the members to understand the expenses and income of the chapter. Bob did this in a very good explanatory manner.

When Bob presented this report at the December meeting, it was suggested by some of the members that it be printed in the newsletter. I have condensed the report for printing here with all major expenses and income itemized.

As I stated at the meeting, the income does not meet expenses without the inclusion of the income from the raffle ticket sales. For this, I thank the members who have donated items, such as books, as well as the members who have participated in the drawings. It was because of this "extra" income that we were able to have the special guest speaker in 2002 for our annual dinner.

FEC/NRHS 2002 TREASURER'S REPORT

EXPENSES

Annual State of Florida Corporation Fee	\$ 61.25
PO Box Rental	38.00
Newsletter -- Postage & Printing	554.43
Postage - \$267.00	
Printing - \$287.43	
Annual Dinner Speaker (Seth Bramson)	165.99
Book for Chapter Library -- <i>Field Guide to Modern Diesel Locomotives</i>	24.25
New Checks (150)	11.56
Miscellaneous Expenses	<u>36.08</u>

TOTAL EXPENSES: \$891.56

INCOME

Chapter Dues	\$ 598.00
Donations to Chapter in addition to dues	45.00
Fred Rose Train Show Sales (12/7/02) primarily donated magazines	25.50
Raffle Ticket Sales	<u>335.00</u>

TOTAL INCOME: \$1,003.50

NET GAIN: \$ 111.94

Report submitted by Robert A. Selle, Chapter Treasurer, 12/9/02

PROGRAM MANIFESTS

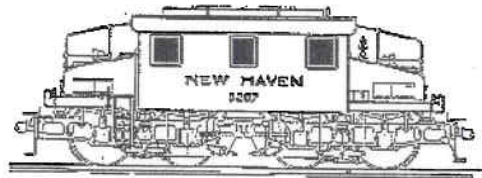
UPCOMING CHAPTER PROGRAMS

JANUARY – MONDAY the 13TH, 7PM. – Walt Smith's Erie Lackawanna slides.

FEBRUARY – MONDAY the 10TH, 7PM. – Program to be announced at upcoming meeting.

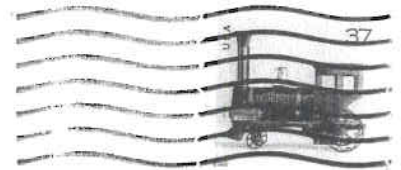
**CHAPTER OFFICERS
FLORIDA EAST COAST CHAPTER, NRHS**

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/ey-2.gif>

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



Bob Selle
1013 Woodsmere Pkwy
Rockledge, FL 32955

NEXT MEETING: Monday, January 13, 7:00 p.m.
Central Brevard Library & Reference Center
308 Forrest Avenue, Cocoa (321) 633-1792
PROGRAM: Walt Smith's Erie Lackawanna slides

J-4-03

