

# The *EAST COAST CHAMPION*

June 2003

## PRESIDENT'S MEMO TO STOCKHOLDERS

Not too much this month except a few thoughts on the accumulated boxes of magazines, etc that belong to the chapter. There are several boxes of old *Trains & Railfan* magazines that members have given to the Chapter and we have been selling at Fred Rose's train shows. The excess was very kindly stored by Chuck Billings while he was President, and I tried to take some of the burden and a few boxes which are now in my garage. I sold a few of them to some friends from the old Auto-Train when I went to Sanford. I gave the money to Robert Selle (treasurer) at the May meeting. I know Chuck still has some more of the boxes in his storage unit, but my garage is kind of full now.

While sifting through these items, I came across the document "Plans for a Railroad to Titusville" which had been given to the chapter sometime in the past and was in one of the boxes of magazines. My thoughts for something like this are that it belongs in the Florida Historical Library in Cocoa which has archived many old maps including some going back to the Spanish settlements. I personally donated a filing cabinet full of railroad memorabilia from the Jacksonville Terminal Company. The Historical Society would be a much better (and safer) repository for something of this sort than having it mouldering away in my garage in a box full of old magazines.

I'd like the members to give this some thought on this matter before the June meeting.

Regards,  
Walter E. Smith

## MINUTES OF THE MAY 2003 MEETING

Chapter President Walt Smith called the meeting to order at 7:05 PM on May 12, 2003. Members were invited to introduce their guests. John Struckman was the only guest in attendance. Ed Anthony and Robert Groseclase who have been visitor the last couple of meetings have joined the chapter. The chapter welcomes them.

Treasurer's Report – Bob Selle gave the Treasurer's report. Jerry Sheehan moved to approve the report. Dick Alkus seconded the motion which passed.

Approval of Minutes – There was several corrections offered to the April minutes. John Prestopino presented the program on loco 614's visit to Port Jervis. Jim Gillin presented the proceeding program on the East Broadtop. Finally lee Oates is collecting FEC rolling stock photos and info for a possible book an that subject. Jerry Sheehan moved to approve the report. Dick Alkus seconded the motion that passed.

Old Business – None

New Business – Bob Simley tendered an invitation on behalf of the Space Coast Model Train Club for our chapter to attend an operating session on Wednesday May 21. The model train club's layout is located in the Pines Shopping Center in Cocoa.

Raffle – This months raffle prize was a video titled *Steam Through the Pines*. The video was donated by Dick Alkus and was won by Bob Robinson.

Reports and Announcements – Jerry Sheehan brought a "large scale" model of a Model-T railcar. The Sandy Lakes & Rangely Railroad used the prototype.

Program – Chuck Billings and Jerry Sheehan reported on their trip to Cuba to see steam still operating on Cuban sugar plantations.

## WELCOME NEW MEMBERS

We have three new members who have joined since the beginning of this year. They are Richard Nordstrom of Merritt Island, Bob Groseclose of Rockledge, and Ed Anthony of Rockledge. We welcome these new members and hope they enjoy the association as much as most of us have.

## JUNE BOOK RAFFLE

The book raffle for June is *Great Trains of North America* edited by P. B. Whitehouse. This book has both good pictures and interesting text. Donated by Bill Hurst.

## THE ELECTRIC NOTEPAD

by Dave Klein

It's been a few months since my last set of ramblings, but fear not, I have been busy. Over the last few months, I attended the Electric Railway Clubs of Florida's meet in Ocala in early April and then a few weeks later, I took some time to visit my brother again in the Big Apple. Together with my eldest niece, we had the happy occasion of seeing my youngest niece graduate from the University of Michigan in Ann Arbor. (Now we'll wait for the next happy occasion when she lands her first real job! Just kidding, ha, ha.)

From my ERC/FL friends comes word that Tampa Streetcar patronage is exceeding expectations; apparently many locals are using it to do lunch in Ybor City.

During the two weeks that I was Up Nawth, I rented a car for the first Saturday in May and went to Philly for the East Penn Trolley Meet. This is a big train show that is almost exclusively trolley-oriented; lots of dealers and lots of layouts. A half dozen of us were from The Electric Railway Clubs of Florida. I met a pair of former members of my old model railroad club when I was (much) younger in New York and some friends from Massachusetts, including the owner of the hobby shop that I used to frequent for trolley parts. As I have said before: when a bunch of us trolley nuts get together, "a good time was had by all." As always, my wallet became somewhat lighter.

Recently I noted another streetcar was used as part of an ad: there's a PCC on the box for a HP Black Toner cartridge for their Laser Jet printers. The car is painted as Cincinnati #1057. As the car only had one rear pole and an added pole at the front, it was recognized as one of San Francisco's Trolley Fest fleet. A real Cincinnati car would have two rear poles due to that city's ordinances; the added pole at the front was required in the Embarcadero area prior to S. F. adding a loop near Fisherman's Wharf. I can also remember wearing shoes called Streetcars; the shoe box had a drawing of a Nashua, NH car that is presently at the Seashore Trolley Museum in Maine.

The AirTrain system that links the airline terminals at New York's JFK was still not running last month. Apparently, there was a test run that used sand bags as weights to simulate a passenger load. When a braking test went awry, the sandbags broke loose and crushed the operator-motorman. No further operation has occurred until the investigations are completed. I also had the pleasure (?) of being tied up in traffic returning from Philly and watching the new Hudson-Bergen Light Rail System cross over the highway. Here's another system that I'll have to ride.

According to news reports (*USA Today*, I think) comes word that the Niagara Frontier Transportation Authority in Buffalo plans a \$100 million sports and entertainment complex on a 100 acre site that it owns near the Buffalo waterfront. This is probably an expansion of an existing convention center near the light rail shops and car barn.

My VCR finally bit the dust last week and took a tape down with it. As I'm a retired electrical engineer, I figured that it couldn't hurt just to open the case and retrieve my tape and see if the VCR can be revived. Big Mistake. My eyes can't see things that small anymore and my fingers are too big. These new units are more compact than ever before and after many attempts to see what's wrong, I figured that five years was old enough and a new unit was obtained. Fortunately, due to competition from DVD's and being made overseas, the new unit set me back by only \$70. (Compare that to my first VCR about twenty-five years ago that cost over \$400!) I hope it lasts at least another five years; the unit is even smaller than the old unit! Now I just have to learn how to program the thing!!

## STACK TALK

by Neil Moran

Since this is the last "Stack Talk" column till September, I'm going to do a little "globe trotting" and relay some steam news from South Africa to you. A few months ago "Reefsteamers," a museum in Germiston, held a two-day event over to De Aar. The power supplied was two 4-8-4 25NC Class locomotives, double-heading all the way. All the museum had to do was clear the trip with Spoornet, which was easily arranged. Since there is no mandatory insane insurance rates to pay, both locomotives were quickly brought up to speed, and the excursion went off without a hitch. Reefsteamers is very careful about the condition of any of their engines that power any of its trips. As mentioned before both 4-8-4s had undergone a complete overhaul over the past year, and ran like the wind pulling 15 coaches. The group is also restoring a Pacific class 6A, #473. I'm not going to go into the whys and wherefores of why we can't operate more main line steam in this country. No doubt you already know the answer to that enigma. If not check with any insurance company.

We now head to China, where news has reached me that the "Big Show" of steam power may soon be coming to an end. As of last month the local railway was not going to overhaul any of its QJ 2-10-2 engines. So slowly but surely less and less steam power will be running within the remainder of this year. Generally a single QJ works freight trains out of Ben Hong station until they arrive at Jing Peng station. There eastbound trains have an extra engine put on for the rigorous ride through the mountains in Jing Peng Pass. These double-headed trains run straight through to Daban, a huge engine facility. Going westbound, a second engine is added at Daban. We all knew this would come but hoped it would last at least to 2005. Apparently the curtain will ring down some time in 2004. I urge you most strongly if you want to see this great steam show while it lasts, make your plans now! The SARS epidemic is now subsiding and hopefully should be over by the time you read this. I assure you, you'll bring back pictures and memories of main line steam you thought was only seen in magazines and books.

Travelling half way around the world we land in Calgary, Alberta Province. As many of you know there has been a revised schedule in the running of this Hudson. Originally planned to leave in the middle of May, the schedule has it leaving on May 23 out of Calgary. I'm not going into the entire new schedule over towards Toronto, but in the towns not too far west of Toronto here are the dates. MacTier, arriving June 5, where the #2816 will lay over till June 9 when it departs for Hamilton; 10 -- London; 11 -- Windsor; 12 -- Woodstock; 13 -- Oshawa; 14 -- Milton. Presently there is a gap in the schedule till June 22 when it arrives at Parry Sound. This eight day gap may mean some special trips in and around the Toronto Area. At this writing nothing has been put down officially. Check your local websites and other sources. The "Special" returns via Parry Sound on June 22, returning over the same route she came east on, arriving back in Calgary July 8. There have been numerous break-in runs as far back as on April 20, pulling three heavyweight cars to Banff and return. In the middle of May she also went on a four day trip out of Calgary to Shantz, then returned to Calgary the following day. Then she headed out to Banff, Lake Louise, and Field, where she overnighted. She departed the next day to Golden where the train was turned, heading back to Field, Lake Louise, Banff and Calgary that evening. By the time she's scheduled to leave Calgary on May 23 the Hudson would have had five days of break-in runs, and would be champing at the bit. We don't know what else is in store for the 2816 this year but this almost two month trek across Canada is certainly one for the book for this "Ambassador of good will" for the Canadian Pacific Railroad.

In miscellaneous Canadian news, some time this summer Consol #3716 will make several trips from Trout Creek Bridge to Saulden, British Columbia. These operations will take place over the former Kettle Valley Railroad on the Princeton Subdivision. Consol #2141 has run from Kelowna to Kamloops, B.C. back in May. This was the engine's first run of the year; there should be more trips this year too. Finally, former C.N. #6060 ("Bullet-Nose Betty"), a light Mountain-type 4-8-2, will make several trips out of Stettler, Alberta. She had an overhaul this past winter and was pronounced "ready to go."

We swing down to California and have news of the former Santa Fe #3751 actually running some main line steam over BNSF's Surf Line from Los Angeles to San Diego on September 21. With the exception of Union Pacific's main line steam excursions which I will get into in a few moments, this looks like the only other "big steam" running on the main line. The 4-8-4 will depart Los Angeles Union Station around 8:30 a.m., making stops at Fullerton, Irvine, plus some photo stops along the way. These photo stops will be arranged as not to interrupt any regular service between L.A. and San Diego. The arrival time at San Diego is around 12:15 p.m. This will be the first mainline steam excursion to arrive at San Diego in 50 years, certainly a milestone in railroad history. The train will be turned on the loop track at the BNSF auto loading facility. The round trip will be run by Amtrak using Amtrak equipment. This is to get around BNSF's \$100-million insurance requirement. It will be sponsored by the Central Coast Railway Club of San Jose, a subsidiary of the Central Coast Chapter

NRHS. Presently some details have to be worked out such as ticket prices. The sponsor is unfortunately restricting the excursion to Sunday only, instead of a two-day (Sat-Sun) trip, for easier marketing. At this time, no other mainline activities are scheduled for #3751 in 2003. Prior to the run down to San Diego, the Northern was scheduled to appear at Fullerton's "Railroad Days" celebration on May 17 and 18. Unfortunately that has been cancelled due to problems in getting the locomotive over there.

Heading east from the land of milk and honey, we now move into the "Beehive" state of Utah. The Heber Valley Railroad is making a little news in acquiring a rare 0-6-0 ex-Columbia Steel Corporation, #300. This switcher resides in a park in Provo. The locomotive worked all its life in Utah. By the time you read this the engine should have been moved out of Provo and into the shops at Heber City. A complete overhaul should be completed by 2005. She spent all her working days at the Columbia Steel Corporation iron smelting plant at Ironton, Utah. No. 300 was built by Baldwin in 1922 and shipped to Ironton in 1923, working there till her retirement in the 1950s. Chief Mechanic John Rimmasch of the Heber Valley RR has inspected the engine and claims she's a sound locomotive. However complications loom in the future. Several major components are missing. It's possible that near the end several parts were cannibalized to keep sister switcher #200 running. Or perhaps they even started scrapping #300. Gone are the main rods, eccentric cranks, and eccentric rods, plus most of the appliances on the backhead. The boiler is gutted, too. Then there is the front flue sheet along with the blast nozzle, whistle and bell. The HVR will purchase the whistle and bell from China, but unfortunately will have to make every other missing part themselves. Restoration hopefully begins this year, but first the overhaul of 2-8-0 #75 must be completed. The Consol is getting new flues, and a new tender tank. For the #300 project, the railroad has applied for a \$100,000 T EA-21 grant that will be used to rebuild the 0-6-0's running gear and boiler work necessary for a new Form 4.

Our next stop is the New Mexico Steam Locomotive Railroad Historical Society at Albuquerque. They're hoping that the restoration of former Santa Fe #2926 has only a few years to go. Taking apart a locomotive of such size is indeed a monumental task. The 4-8-4 weighs in at 488 tons. Once a workhorse for the Santa Fe Railroad, the group looks to the future in having her polish the rails with excursion runs. Problems arise in the fact that the volunteers have no formal agreement with the nonprofit Urban Council that owns the site of the planned New Mexico Exposition Center in Albuquerque. There have been no negotiations regarding her, according to Franklin Conaway, an Ohio consultant hired as project director. The society purchased #2926 and its tender for one dollar from the city and towed it out of a park to a siding between Eighth and Twelfth Streets. They hope to begin work on the tender this year, and the group is seeking donations toward the estimated \$500,000 cost of restoring her. There is also the huge locomotive repair shops of the AT&SF Railroad, abandoned decades ago and purchased by the Urban Council for development in 2000, but no work has begun yet.

Here are the Union Pacific steam excursions with #3985. On July 12 (Sat) the trip departs Cheyenne, Wyoming to Joyce, Nebraska, and returns via the Yoder Branch. This is one for you rare mileage people. The trip is the first ever over that branch line. It's sponsored by the Sherman Hill Railroad Club. All told this is a 230-mile round trip. Photo run-bys are included. For further information phone 307-638-8535. Then on July 19 there's an excursion sponsored by the Denver Post, called "Denver Post Frontier Days," up to Cheyenne and return. On Sunday (20) the Rocky Mountain Railroad Club is sponsoring a one way trip from Denver to Cheyenne. If you play your cards right and do some chasing you can drive up to Cheyenne on Friday (18) and chase the ferry run down to Denver. The #3985 right now is scheduled for one more run in September. This is part of the "River City Roundup" in Omaha, departing from Cheyenne to Omaha in the morning, but as of this writing the date has not been set.

In other big st/nrhs/eam news, UP has announced that neither #844 nor #3985 will come to the far West before 2005, when the NRHS convention will be held in Portland, Oregon. SP&S #700 will not run this year either, but most likely will be doing some running in 2004.

We now jump to the Ohio Central Railroad steam schedule for this year. The railroad has published a full summer-long schedule of trips out of Newark and Dennison, Ohio, in addition to one-hour steam excursions out of Sugarcreek. Mainline steam power will be their pride and joy, former Grand Trunk 4-8-4 #6325, while their Pacific #1293 will handle the Sugarcreek operations. Following is a listing of the special operations dates: "Rails to Circus," May 24 and 25; two full days of steam and diesel excursions from Columbus to Coshocton with photo run-bys. The circus involved is the Kelly-Miller Co., and there's lunch under the Big Top. May 31, "The Strawberry Festival Flyer." Steam and diesel. It departs Dennison, Ohio at 8:30 a.m., running to Newark and returning at 6:30 p.m. The reason for the diesel is due to the fact there are no turning facilities either at Coshocton or Newark. On June 21, "The Ohio Bicentennial" train speeds across Ohio on a whistle stop tour of the state. Here you'll meet famous Ohio personalities such as ex-Hall of Famer Cy Young, football's Woody Hayes, movie actor Clark Gable, Governor William Dennison, and Civil War Union General, U.S. Grant during

your adventure. Then, enjoy a "Big Buckeye Birthday Bash." Train stops at Newark, Frazeyburg, Coshocton, West Lafayette, Newcomerstown, Port Washington, Gnadenhutten, Uhrichsville, and Dennison. Again a diesel will be present to bring the train back to Newark. Call 877-278-8020. For the Sugarcreek trips, they will have already begun as of May 3.

Reaching back towards the Far West, this late breaking news has reached me. The Astoria Steam Preservation Association is restoring ex Santa Maria Valley Railroad 2-8-2 #21 to operation, for excursions at Astoria, Oregon. This will be a part of the bicentennial celebration for the Lewis & Clark Expedition that followed the Columbia River to the Pacific Ocean in 1805, reaching it at a spot near Astoria. The steam trains will run most of their operations out of Astoria over tracks belonging to that city and the Portland & Western Railroad. The Mikado was built in 1925 by Baldwin and is an oil-burner. She has been under reconstruction since 1991 in a suitable shop. The volunteers get money from local businessmen and within the group.

We now take a huge leap back across the country to the Tennessee Valley Railroad at Chattanooga. They offer some mighty fine opportunities to see steam running, and here are some of their delights. July 14 "Steam All the Way," Chattanooga to Summerville, Georgia, over the Chattanooga & Chickamauga Railroad. A newly-installed turntable at Summerville will be used. This is their first trip with steam all the way. Mint Juleps will be served, ho-ho! along with some mighty fine Southern hospitality. Yes sir, some mighty fine fixin's! The TVRM 's next outing will be on September 27 with a "rails to Wings Special" to Lafayette, Georgia, for an air show which includes plane displays and demonstrations. Departure is at 10 a.m., return 6 p.m. In the fall several dates are carded. October 4, 11, 18, 19, 25, 26, and November 1. These are the steam powered "Autumn Leaf Specials" to Summerville, Georgia. These trips include dining car luncheon on board the train. Phone 423-894-8028.

Our last stop is at Steamtown National Historic Site at Scranton, Pa. They will be using former CP Pacific #2317 and CN #3254. Restoration still continues on ex-Pennsy Pacific #1361; I'm not going down that road! and Boston & Maine Pacific #3713. During spring, summer, and fall, the "Yard Shuttle" 0-6-0 will operate at 10:30, 11:30, 1 p.m. and 3 p.m.; these trips started over the Memorial Day weekend and continue into September. On Saturday July excursions at 11 a.m. and 2 p.m. and Sunday at 2 p.m., twice during the season, on August 30 and October 11, Steamtown will run special trips across the Poconos to the Delaware Water Gap. Phone 570-340-5200.

I've tried to cram all of the main line steam and special excursion runs into this final column till next September. However, check with the railroads on the dates mentioned above.

Special thanks must go to the following people. John Biehn and Don Clark (Dayton RR Society), Steve Barry (*Railroad & Railfan Magazine*), Ed Emory (Toronto, Canada), Bruce Russell (NRHS - NY) and your obedient servant in steam. Have a great summer riding and chasing steam!

**UNTIL OUR TRACKS CROSS AGAIN.**

### INTERESTING RAIL NEWS IN APRIL

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

#### **ENGINEER FORGETS TO STOP AT STATION**

KUMAMOTO, Japan – A Kyushu Railway Co. locomotive engineer who failed to stop his train at a station, admitted it was because he was daydreaming about the house he was going to build and totally forgot about the stop. The engineer overran the Naraguchi Station on the Hisatsu Line by more than 200 yards before stopping. Unable to reverse the train, passengers who were supposed to disembark there had to continue onto the next stop.

#### **TROPICANA MODIFIES REEFERS FOR HIGHER SPEEDS**

BRADENTON, Fla. – Tropicana has modified 49 refrigerator cars with steel-capped, long-travel, constant-contact side bearings. This will enable these Tropicana cars operate at speeds of up to 70 mph when operated on intermodal trains. The alterations enable the cars to operate primarily on CSX trains Q-101 and Q-102, as well as on connecting Union Pacific intermodal trains through the New Orleans gateway.

#### **CORYDON SCENIC RAILROAD SHUTS DOWN, CITES COSTS**

CORYDON, Ind. – The eight-mile-long Corydon Scenic Railroad, a tourist line in southern Indiana, will cease tourist excursions. The tourist line, which operated as a separate identity than the freight line, the Louisville, New Albany and Corydon Railroad, had offered seasonal tourist trains for the past 14 years. However, management said lower ridership and increasing costs, including insurance coverage, forced the line to cease operation. Corydon Scenic Railroad had operated a

variety of equipment, including some vintage commuter coaches from the Delaware, Lackawanna & Western, to vintage Budd RDCs. Freight service will continue. The line interchanges with the Norfolk Southern at Corydon Junction.

#### **NORFOLK SOUTHERN'S EXHIBIT CAR ON TOUR**

NORFOLK, Va. – Norfolk Southern's Exhibit Car is scheduled to visit 18 locations on the company's system this year. The Exhibit Car is a rebuilt passenger car with displays depicting the history and modern operation of the NS system. A locomotive simulator, the car's most popular display, puts guests in the engineer's seat in control of throttle, brake, and horn. Some 1.5 million people in more than 340 cities have viewed the traveling showcase since 1971.

The car begins its 33rd year of service May 9-11 at the landmark Chattanooga Choo Choo. It will be there for a regional convention of the National Model Railroad Association and will be open to the public. Other 2003 Exhibit Car scheduled appearances can be found at Norfolk Southern's site. Norfolk Southern provides the Exhibit Car at no cost for community events throughout its network. Requests for the car for 2004 can be made through the Norfolk Southern Web site. Click on "about Norfolk Southern," then "Exhibit Car" under the "Miscellaneous" column.

#### **UNION PACIFIC RAILROAD MUSEUM OFFICIALLY OPENS IN COUNCIL BLUFFS, IOWA**

OMAHA, Nebr. – Union Pacific Chairman Dick Davidson, along with federal, state and local elected officials, officially opened the Union Pacific Railroad Museum at the historic Council Bluffs Carnegie Library on May 10. "We have a long and colorful history that began right here at mile marker zero. It's only appropriate that our heritage be displayed in Council Bluffs, Iowa, at this terrific facility," said Dick Davidson, UP chairman and chief executive officer.

"The unique partnership between the city, Union Pacific Railroad, and the Friends of the Union Pacific Railroad Museum has created an outstanding museum that will attract history and railroad fans from across the country. Council Bluffs is a railroad town at heart, and we are thrilled to be the new home for UP's world-class historical collection," said Council Bluffs Mayor Tom Hanafan. Renovation of the former Carnegie Library to house the museum began in March 2002. A total of about 20,000 square feet, on three levels, is available for displaying Union Pacific artifacts. The museum features exhibits displaying the railroad's history from the 1800s to today's technologically advanced railroad.

Interactive exhibits help visitors understand the role the railroad plays in the nation's economy. Some of the featured display elements include construction of Union Pacific as the nation's first transcontinental railroad, development of the American West, railroad operations, passenger travel, railroad safety, and modern industry technology. A spike driven at the May 10, 1869 celebration of the completion of the transcontinental railroad is on display during the museum grand opening. The spike, made from gold and silver, is on loan from the Museum of the City of New York.

Union Pacific opened its first museum in its Omaha headquarters in 1921. The collection was relocated in 1996 to the Western Heritage Museum in the former Omaha Union Station on a temporary basis. The new museum is located at 200 Pearl Street in Council Bluffs. It is open 10 a.m. to 4 p.m., Tuesday through Saturday. There is no admission charge.

#### **EIGHTH U.S. COUNTY PASSES REMOTE CONTROL RESOLUTION**

ERIE COUNTY, Ohio – This county became the third in Ohio and the eighth in the U.S. to pass a resolution calling for improved safety of remote-control locomotives. The non-binding resolution asks railroad companies to refrain from operating remote control trains in Erie County until several safety considerations are met, including restricting the use of remote-control locomotives for movement of hazardous materials and/or move near tracks near hazardous materials. The resolution also states that remotes cannot be operated over a public or private grade crossing without a person occupying the cab of the locomotive who has the required skills to stop the locomotive and its attached equipment.

In addition to Erie County, seven other counties have passed resolution that call for further investigation and improved safety of remote control operations. They are: Douglas County, Wis.; West Baton Rouge Parish, La.; Point Coupee Parish, La.; Cuyahoga County, Ohio; Huron County, Ohio; Whitley County, Ky.; and Unicoi County, Tenn. Seventeen U.S. cities have adopted similar resolutions: Baton Rouge, La.; Detroit, Mich.; Shreveport, La.; Marysville, Mich.; Boston, Mass.; Cleveland, Ohio; Pine Bluff, Ark.; North Little Rock, Ark.; Beardstown, Ill.; Bakersfield, Calif.; Woodbridge, N.J.; Belen, N.M.; Maple Heights, Ohio; Alliance, Neb.; Evansville, Ind.; Dupou, Ill.; and Durand, Mich.

#### **BOY PREVENTS TRAIN ACCIDENT BY WAVING RED SHIRT**

BANGLADESH - An 8-year-old boy named Saddam Hossein – we know the spelling is different - waved his red shirt to stop an approaching commuter train with more than 1500 university students from a possible derailment due to a broken rail. The boy was walking to school in when he noticed the rail. Seeing a headlight in the distance, he pulled off his shirt, tied it to a bamboo stick, and ran down the tracks waving it as a warning.

#### **VRE ADDRESSES ISSUE "BUGGING" COMMUTERS**

WASHINGTON, D.C. - Commuter line Virginia Railway Express included the notice below in an e-mail newsletter to its patrons. "Rippon" is on CSX's former Richmond, Fredericksburg & Potomac line south of Woodbridge, Va., just north of the Neabsco Creek bridge.

*Rippon Bugs*

*The attack of the killer bugs at Rippon is once again upon us. As Rippon is located across from a nature preserve, it is host to a large number of insects. VRE has 4 bug lights installed at this station specifically to help control this burgeoning population. However, we recently had two of our bug lights stolen, and the bugs have taken the upper hand. We are fighting back. ... We have now determined a better way to secure the lights, and one has been replaced. The other light is on order and should be installed within the next week. We have also asked our cleaning contractor to clear the lights two times daily instead of once.*

*Thank you for your patience as we smush this problem.*

#### **CHEESE-LOVING FERRET RIDES THE RAILS**

A ferret hopped aboard a British passenger train and promptly starting jumping from passenger to passenger. The Midland Mainline train picked up the unwanted creature at a station stop. While scurrying through the train, the ferret came upon the train driver's cheese sandwich, and ate it. The driver called a local humane society, which captured the ferret unharmed.

#### **NEW LAW COULD FIZZLE FOURTH OF JULY FIREWORKS**

WASHINGTON, D.C. – A new law taking effect soon could force many communities to call off Independence Day fireworks. That's because U.S. railroads have decided that complying with the Safe Explosives Act is too expensive. As a result, fireworks shipments are being shifted to trucks, which could boost each shipment cost by about \$8,000 per container. The price hike could dissuade many small communities from paying for Fourth of July celebrations this year and into the future.

Edward Hamberger, president of Association of American Railroads, has said the railroad industry would have to create its own FBI in order to comply with the fed's regulations under the new law. Any railroad would be responsible for making sure no single person or company involved in the shipments was ever convicted of a felony or dishonorably discharged from the armed services, or is an alien. Hamberger says that more than 10 percent of the explosives imported to the U.S. arrive by rail on Canadian railroads using Canadian train crews, who are considered aliens.

#### **AMTRAK'S CRESCENT SEES DOUBLE-DIGIT RIDERSHIP GROWTH**

WASHINGTON, D.C. – Achieving a double-digit increase for the month of April against one year ago, Amtrak's overnight Crescent (New York City – New Orleans) notched its greatest ridership increase so far this year. Nationally, Amtrak's long-distance routes, including the Crescent, have seen marked increases.

For the month of April, ridership on the Crescent was 24,021, an increase of 10.8 percent over April of 2002. This marks the fourth consecutive month of ridership growth for the Crescent. In March, ridership rose to 23,026, up 8.9 percent from the previous year. February ridership, 18,025, was a modest 1.1 percent increase over 2002 while January began the year with 18,722 passengers, a 9.6 percent increase over January of 2002. "We are very encouraged by the recent growth in ridership on the Crescent," said Hank Koppelman, Amtrak's director of marketing and sales for the Southeast. "Over the past few months, we offered a number of special fares on our long-distance routes to entice travelers to try the train, and it's clear that they have."

Ridership in sleeping accommodations on board the Crescent was especially strong in April. A total of 3,426 passengers traveled in the train's Viewliner standard and deluxe bedrooms last month, up 20.4 percent from April of 2002. This continued a trend that began in March when ridership in Crescent's sleeper class was up 17.1 percent to 3,141. System-wide, Amtrak saw an increase of 4.1 percent in the number of passengers choosing sleeping accommodations in April, the first increase in a year. Nationally, total Amtrak ridership in April 2003 was 2.098 million compared to 2.048 million for April 2002.

#### **ALCO 2-8-2T COULD BE ON ITS WAY HOME**

EUREKA, Calif. – Former Pacific Lumber Co. 2-8-2T no. 37 will be returning to the Pacific Northwest and could eventually pull an excursion train around Humboldt Bay. Built in 1924 by the American Locomotive Co., the steam engine was originally operated by the Sugar Pine Railroad to haul logs in the Sierras. Operated by the Wilmington & Western Tourist Railroad in Delaware since 1980, the locomotive became the focus of a litigation dispute in the 1990s. Debate over who should pay for the engine's mandatory Federal Railroad Administration inspection led to it being put up for sale. This week the Timber Heritage Museum, headquartered in Eureka, signed a contract to purchase the locomotive for \$33,000.

When the Sugar Pine Railroad went bankrupt during the Great Depression, Pacific Lumber bought the locomotive in 1935. The locomotive hauled redwoods until the late-50s. Sold to a private party in 1962, it remained stored at their Scotia, California facilities. It was sold again in 1966 and operated briefly as part of a tourist railroad until it was sold to the Delaware company. The Timber Heritage Museum has ordered a FRA-mandated inspection of the locomotive, which includes ultrasound testing to find what, if any, repairs need to be made.

#### **NEW UNION PACIFIC RAILROAD MUSEUM RECEIVES AWARD**

OMAHA, Nebr. — The new Union Pacific Railroad Museum recently received a preservation award from the Iowa Historic Preservation Alliance. The museum was the winner in the public-large building category presented at the Alliance's annual Preservation At Its Best Awards ceremony. The Union Pacific museum opened May 10 after extensive restoration of the former Carnegie Library in Council Bluffs, Iowa, across the Missouri River from Omaha and the easternmost point on the original UP. (May 10 was the 134th anniversary of the completion of the nation's first transcontinental railroad at Promontory, Utah, of which UP was the eastern component.)

Restoration began in March 2002. A total of about 20,000 square feet, on three levels, is available for Union Pacific artifacts and archives. Exhibits feature the railroad's history from the 1800s to modern technology. Some of the museum's display elements include construction of Union Pacific as the nation's first transcontinental railroad, passenger travel, railroad operations, and a full-size locomotive cab interior which simulates for the visitor an engineer's perspective from a moving locomotive. The UP museum and collection was formerly housed in UP's corporate headquarters offices, and later, temporarily, in the Durham Western Heritage Museum that occupies Omaha's old Union Station.

#### OHIO CENTRAL QUILTS EXCURSION-TRAIN SERVICE

SUGARCREEK, Ohio — Ohio Central Railroad today unexpectedly and abruptly announced the end of regular passenger excursion-train service, effective tomorrow, Saturday, May 24. OC's daily steam-powered passenger train, based out of Sugarcreek, Ohio, 30 miles south of Canton, will make its final run at 3:30 pm tomorrow. "The very emotional and difficult decision was based mainly on skyrocketing liability insurance costs and a sluggish tourism economy," said a notice on OC's website, <http://www.ocsteam.com/>. "This was a very hard choice to make and one that we had hoped would never have to make. ... The decision to shut down passenger operations is final. We would like to thank everyone who came out and supported us over the past 15 years."

The 15-year run wasn't without a glitch. In July 1998, Ohio Central, which had hauled 145,000 passengers in 1997, announced it would quit the tourist-train business after 10 years effective October 31, 1998; citing conflicts with a growing freight business, a need to replace old rail, high insurance premiums, and disagreement with local authorities over parking and advertising. In spring 1998, though, OC reversed its stand, resuming tourist-train service and commencing the overhaul of its big 4-8-4, ex-Grand Trunk Western 6325. (Interestingly, the Arkansas & Missouri, a diesel tourist-train operator in northwestern Arkansas, made a similar decision at about the same time, and also reversed it.)

Although Ohio Central's daily steam trains cease immediately, some scheduled special trips will still run, the railroad's notice said. These include the vintage-diesel-powered "Rails to the Circus" train, also scheduled for tomorrow, May 24, from Columbus to Coshocton, Ohio, and a vintage-diesel-powered "Ohio Bicentennial" excursion on June 21. OC also said a May 31 excursion from Dennison to Newark, Ohio, will operate as scheduled behind former 4-8-4 6325 westbound and vintage diesels eastbound. (OC generally uses FP7's on its "vintage-diesel" trains.) OC seemed to hedge just a bit in saying that for No. 6325, this will be "possibly her last excursion."

Several excursions scheduled for the rest of 2003 are canceled, however, including trips to Pittsburgh, Murder Mysteries, Riverboat Cruises, and "all other trips planned for this summer." "I don't know what the future is going to hold," said OC vice-president Michael J. Connor on May 23. When asked about the future of the steam locomotives, he said, "Nobody's going to be cutting them up."



### **CHICAGO RAIL CONGESTION RECEIVING MORE FEDERAL ATTENTION**

WASHINGTON, D.C. – Members of Illinois' congressional delegation are leading a push to generate federal funds to deal with the bottleneck that Chicago has become for the nation's freight railroads. Under a proposal supported by 10 Congressmen, a variety of taxes and fees would create a revenue stream of \$3.3 billion annually for a new rail trust fund. The money would go to meet nationwide needs of passenger, commuter and freight rails, with Illinois garnering over \$195 million a year. But the plan's chief sponsor, Rep. Bill Lipinski, D-Chicago, said one of its benefits would be to address the freight train issue in his back yard.

"It's been often said that it takes two days to move from Los Angeles to Chicago and it takes another two days to get through Chicago and move on to the East Coast," he said. "We have a very severe problem there. The problem is the No. 1 freight rail bottleneck in the country, perhaps in the world." The problem includes congested yards, endless truck traffic, highway congestion, and commuter train delays, according to a 2002 study by Business Leaders for Transportation. Each day, about 37,500 freight cars move through the area at an average speed of 7 mph to 12 mph. Some 3,500 daily truck trips are made between rail yards. Nearly 2,000 at-grade railroad crossings add to the headaches and so do predictions that train traffic will jump 80 percent in 20 years. Officials with the state, city of Chicago and rail industry have discussed a long-term, \$1.2 billion construction program, and the industry appears ready to provide \$200 million, but other sources are uncertain, Lipinski said.

Tom White, spokesman for the American Association of Railroads, declined to discuss details of ongoing talks with city and state officials. He said the industry already has invested several hundred million dollars for infrastructure work in the Chicago area in recent years and has seen improvements in tackling the congestion. The railroads do not support creating a rail trust fund that would rely on user fees and taxes on their industry, arguing it would be inefficient, especially when controlled by politicians and bureaucrats. "It would do little to raise new capital for the railroad industry," White said. "You'd be taking money from the railroads to Washington."

For more on why Chicago is so vital to North American railroads, see the July issue of *Trains Magazine*.

### **CSX TO INVEST \$47 MILLION IN TENNESSEE CAPITAL IMPROVEMENTS**

JACKSONVILLE, Fla. – CSX will spend more than \$47 million this year to maintain and upgrade its network in Tennessee. "We realize to grow business and establish new relationships in Tennessee, we must continue investing in our rail infrastructure throughout our network," said Lyle Key, CSX's resident vice-president-state relations for Tennessee. "Tracks, signals and facilities are the backbone of our company. This investment represents our commitment to ensure that our rail infrastructure meets the highest industry standards-providing safe and efficient freight transportation for our customers and the communities we serve." CSX owns and maintains approximately 1,025 route miles in Tennessee, with key facilities in Nashville, Chattanooga, Knoxville, Memphis, Erwin, and Bruceton.

### **NEW BOOK TITLE**

*A short History of Florida Railroads* by Gregg Turner is a new title from America's leading publisher of local and regional history. 160 pages, 100 photos \$24.99, ISBN: 0-7385-2421-2. Order from [www.arcadia.com](http://www.arcadia.com) or call 1-888-313-2665.

### **PROGRAM MANIFESTS**

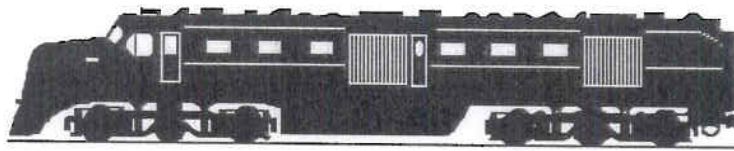
#### *UPCOMING CHAPTER PROGRAMS & EVENTS*

JUNE – MONDAY the 9<sup>TH</sup>, 7PM. – Hal Greenlee will share the video: *FEC Modern Operations*. No word was shared with the editor for how Hal came about this video, so it will be best to attend to learn this detail. BOOK RAFFLE: *Great Trains of North America* edited by P. B. Whitehouse, donated by Bill Hurst.

JULY – MONDAY the 14<sup>TH</sup>, 7PM. – Program to be announced.

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<http://www.ribbonrail.com/art/diesel/engine-2.gif>

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**NEXT MEETING: Monday, June 9, 7:00 p.m.**  
Central Brevard Library & Reference Center  
308 Forrest Avenue, Cocoa (321) 633-1792  
PROGRAM: Hal Greenlee will share the video:  
*FEC Modern Operations.*