

The *EAST COAST CHAMPION*

March 2002

FIELD TRIP TO WINTER GARDEN RAILWAY MUSEUM

SATURDAY, MARCH 30 – 11:00 AM

The Florida East Coast Chapter will visit the Central Florida Railroad Museum located in the restored Tavares and Gulf Railway Depot. The museum is normally open only on Sundays. The Central Florida Chapter will accommodate our visit on Saturday, March 30 by opening it especially for us. We plan to arrive there at 11 a.m.

It is suggested that we meet in the Cocoa Library parking lot (north side) at 9 a.m. for the purpose of carpooling, caravanning, or receiving final directions. We will leave the library at 9:05 a.m.

If the above rendezvous is not convenient, directions are as follows: You need to be on Highway 50 in Winter Garden. You can take 50 through Orlando or take 408 (East-West Expressway) through Orlando ending up on 50 in Ocoee. From Ocoee keep heading west on 50 under the turnpike interchange overpass, then in 2 to 3 miles, you will turn north on Dillard St. (there is a Checkers hamburger shop on this corner.) Going north on Dillard you will see the water tower. Turn left on Smith St., go three blocks to Boyd St., and turn right. You should see the Depot. Park in the city parking lot.

If the show of hands at the last meeting is any indication, we should have a good crowd. You are welcome to bring mates, children, or friends. Hope to see many of you there.

P. S. If you get lost, the phone number at the museum is (407) 656-0559.

PRESIDENT'S MEMO TO STOCKHOLDERS

We had a good ride on the Rock Island Line at the February meeting. Thanks to Harlan Hannah for showing us that video.

Bob Sowden has donated another book, "Encyclopedia of Model Railroads" by Terry Allen (250 color illustrations), for raffle at the March meeting.

This is a good time to give a membership report since we believe all the renewals are in that we will be getting. At the end of 2001, our membership stood at 50. At this time I show that 5 members did not renew so our membership now stands at 45.

I encourage anyone who wishes to represent the Chapter at a National Board of Directors meeting, to please do so. The schedule of director meetings is listed in the schedule of upcoming events. If you want specific information on a meeting/events, please contact Tom Hammond. Specific information on events associated with these meetings is published about 3 or 4 months ahead of meeting date.

I am looking forward to our March meeting when member George Gillette will present a program on "Railroads in Michigan." George says, "Not 'Michigan Railroads' but 'Railroads in Michigan.'"

See you at the next meeting when we will ride railroads in Michigan.

Until the 11th,
Stop, Look, & Listen,
Chuck

MINUTES FROM THE FEBRUARY MEETING

President Billings called the meeting to order at 7:04 PM on February 11, 2002. Guest Jim Reebele was again in attendance. The chapter began the meeting by reciting the "Pledge of Allegiance".

TREASURER'S REPORT – Bob Selle gave the monthly Treasurer's report.

APPROVAL OF MINUTES – The minutes of the January meeting as published in the newsletter were approved without correction. The motion to approve was made by Bill McCord.

OLD BUSINESS –

Tool Shed: An article was published in the Brevard Museum newsletter regarding the tool shed and our chapter of the NRHS.

NEW BUSINESS –

The email address for the National Headquarters of the NRHS is: info@nrhs.com

President Billings will be arranging a field trip to the Central Florida Chapter's museum in Winter Garden.

REPORTS AND ANNOUNCEMENTS –

The Mt. Dora Scenic Railroad has obtained four former Long Island Railroad coaches and a club car for excursion use to and from Orlando. The cars are air-conditioned.

A former Union Pacific SD-40 was spotted at CIDCO Industrial Park with FEC heralds applied.

The FEC's unused right of way from Titusville to Maytown is a candidate for the Rails to Trails program. This originally was the Indian River Railroad, the first railroad to enter Brevard County.

PROGRAM – The program subject was the Rock Island Railroad presented by Harlan Hannah.

STACK TALK

by Neil Moran

The "hot" news that you're about to read will certainly get you out of your midwinter doldrums and get rid of your cabin fever.

Great news from the White Pass & Yukon Railroad. They have had a change of heart and are restoring #73 to full operation this year. It is scheduled to start weekly operations on July 6, 2002. The engine will run up to Lake Bennett from Skagway, on Saturdays only. No. 73 is presently going through a complete rebuild, and should be ready by late spring to start break-in runs. Currently, it's the only steam engine on the property. No. 40, which was in residence for two seasons (operational for one year only) was on loan and was returned to the Georgetown Loop Railroad a few months ago. That locomotive was brought up from the "lower forty-eight" primarily to participate in the line's centennial re-enactment celebration at Carcross. The railroad has recently acquired former WP&Y #69 from the Stuhr Museum of the Prairie Pioneer in Grand Island, Nebraska. Later on this year this engine will be brought up to Skagway; plans now are to restore her cosmetically only, and display her in Centennial Park in front of the WP&Y station. In return for the Consol, the WP&Y is sending three sets of narrow gauge passenger trucks to the Museum in Grand Island. The trucks will be used in the restoration of narrow gauge cars in their collection, including Florence & Cripple Creek coach #56, and Colorado & Southern baggage car #2. We can thank the Skagway Railroad Association for their investment in #69, even if for now it will only be cosmetically restored.

Moving down the West Coast, the Yreka Western Railroad fired up their 2-8-2 #19 to pinch-hit for the line's SW8 diesel when the time came to move eleven cars over the line. The railroad did what a handful of short lines have done with a steam locomotive on the property: they fired up the engine and moved the cars over the 8.8-mile California short line. The excursion season for the 1915 Baldwin product had officially ended months ago, but engineer Rob Oliveira got her going within a few hours, and made two trips over the line with 1100 tons of freight, although they did have to double the hill into Montague. Although this wasn't the first time that the line has pressed steam power into service, no further such outings are planned for #19 at present. Anyway, it's good to see that once in a while the guys in the white hats can come through in a pinch.

Let's jump back up to Portland, Oregon, for some bad news. The proposed trips of #4449 to Sacramento have been shot down. But all is not lost; BNSF is allowing #4449 to run to Bend, Oregon, and return, in March. The railroad gave no explanation for limiting the excursion. The dates had been March 15-17 for the run to Sacramento. It appears that #4449 will be back in Daylight colors for this outing.

Here's some more news from the Webfoot State. The Southern Oregon Chapter of the NRHS is moving along with the rebuilding of former Medford Corporation three truck Shay #4. This engine was built by the Willamette Iron & Steel Corporation, which only produced 33 locomotives. Presently the group is erecting a 30 by 60 foot shed at Medford Park to protect #4, according to Chapter president Jerry Hellinga. They have also put a donated baggage car back on the rails. The Shay is completely disassembled now, with line shafts and drive lines currently at the Mt. Ranier Scenic Railroad shops in Mineral, Washington. Once these parts are back they will start reassembly. It's quite possible that they will complete the work on the frame, trucks, and boiler by the end of this year. Medco #4 was built in 1925 for the Owen-Oregon Lumber Company, then transferred to Medco in 1932 where it remained until that firm went into receivership. Finally, #4 was retired by Medco in 1959 and donated to the City of Medford.

The big event of 2002 will of course be the NRHS National Convention, in Williams, Arizona, on the Grand Canyon Railroad. Dubbed "Canyon Rails 2002," the convention's most exciting event will be the return of ex-Santa Fe 4-8-4 #3751. Not since the Sacramento Railfair of 1999 has this "black beauty" graced the rails. The engine will journey to the Convention from Los Angeles with a two-day trip, departing Monday, August 19 and overnighing in Needles. After the Convention, #3751 will return to Los Angeles by a different route, starting from Williams on Sunday, August 25 and running the first day via Wickenburg, Arizona, and then via the Arizona & California Railroad to Parker for the overnight stop. The next day will complete the journey, from Parker to Los Angeles. For more information visit www.canyonrails2002.com. The highlight of the convention will be on August 24 when #3751 runs on the Grand Canyon Railroad from Williams to the Grand Canyon itself. This may also involve one of both of the Grand Canyon's own engines, its Consolidation #29 or its ex-CB&Q Mike. And as of this writing, it may yet be possible that a second "big steam" engine may make the journey to Williams. More information in next month's *Stack Talk!*

On January 13 the Golden Gate Railroad Museum at Hunters Point, San Francisco, California, marked an important historical event. For the first time since being restored to operation, both Southern Pacific P-8 Pacifics, #2467 and #2472, ran together at the Museum. Both engines ran like a charm, and the hundreds who attended were treated to cab rides and many photographic locations within the Hunters Point facilities. Form what I hear it was a great day as both locomotives ran individually and doubleheaded too. For a change the weather even cooperated with brilliant sunshine. Later on in the day, there was a dinner at Dago Mary's Restaurant, where crew and railfans intermingled. All profits from the day went to the restoration of both Pacifics.

Let's move to the Beehive State of Nevada. On January 23, the Nevada Northern loaded their 2-8-0 Consol #93 onto a truck bound for Heber City, Utah, and the Winter Olympics. Accompanying the engine were coaches named *Ely* and *Nevada*. We can thank interim director of the Nevada Northern Scott Lindsay and some good people of Ely who helped finance this trip. The group worked with an advertising firm and the Nevada Commission on tourism in selling a number of ads to appear on Olympics newsletters and on Nevada tourist literature; the ads have brought in a total of \$95,000 so far (early February). No. 93, built in 1909 and 93 years old this year, joins ex-Union Pacific 2-8-0 #618 and Great Western 2-8-0 #75 at the Heber Valley Railroad for about six weeks to shuttle passengers to Olympic cross-country skiing events at Solider Hollow, and to other Olympic events. Private charters are also to be available during the Olympics with each locomotive. Both the Heber Valley Railroad and the Nevada Northern are to be highly commended in getting this joint operation under way. This is the first time in Olympic history that a tourist railroad has moved passengers in and out of an official Olympic activity. An estimated 20,000 spectators were scheduled to enter the Soldier Hollow events during the 16 days. The planned schedule had steam out and running as early as 7 a.m., and late runs as late as 11 p.m. The Boards of Directors of both organizations feel that the Olympics will put both of the lines "on the map." Tourist railroads seldom have an opportunity to expose themselves to so many people from around the world at one time. The ultimate goal of both operations is to be able to carry the Olympic Torch by rail. The Torch is scheduled to run through Heber and Midway before the games; if the Torch gets to ride the train, the plan is to have all three locomotives power a tripleheader. I think I could brave the cold weather to see that! Hey, so what if it's 10 degrees above zero! We steam fans are made of true grit!!

Down at the Cumbres & Toltec Scenic Railroad, they've finished counting the passengers who rode the trains last year. They were very pleased to announce that over 56,000 passengers came on board during the season. That healthy ridership, and support from the states of New Mexico and Colorado, meant that they could do a lot of work both on the locomotives and on the track. Major improvements were also done on the passenger car fleet. In fact, serious trackwork has continued into the winter months. Back in 1999, the last year under former operator George Bartholomew, the railroad suffered twelve derailments. In 2001, under the volunteers of the Rio Grande Railway Preservation Corporation, the line experienced only one derailment. Nearly 19,000 hours of donated work by over 350 people from this group helped enormously. What a turnaround for the Cumbres & Toltec! Hats off to them!

Up in the Wolverine State, the Michigan State Trust for Railway Preservation is doing some work on ex-Pere Marquette 2-8-4 #1225. This society, along with Lake Central Tours, ran an excursion last June which proved to be successful. Hopefully they will get together again this year and run some more fantrips. No. 1225 needs some work on her boiler and running gear, but this should be completed by late spring.

Heading into the southern area of our country, the Tennessee Valley Railroad Museum is making progress restoring Southern Railway 2-8-0 #630 to regular service. A few months ago the Consol was jacked up six feet into the air, and the drivers rolled out for machine work. The engine now sits on stands and cribbing, and while she's in this position the Museum is removing boiler studs for inspection and replacement. Other work is being conducted in the interior of the boiler, and on the frame. The shop maintenance force is also performing some boiler work on TVRM's #610, ex-U.S. Army. They also are working on the driving wheels from Pennsylvania K4 #1361, which is taking up some of their time. Busy place that Tennessee Valley museum!

Another locomotive will be joining the fleet at the Cass Scenic Railway in West Virginia. Some time Lima-built three truck Shay #3, built for the Eastern Railway & Lumber Company of Centralia, Washington, will arrive on the property.. The Shay was in regular service at Centralia until 1963 and later steamed for the S.A. Agnew Lumber Company. When the locomotive arrives it will be inspected to see how much work is needed to bring it back to operation. Cass is assembling quite a fleet of locomotives down there.

I'm very happy to report some great news from Florida. Back on December 8 the Mt. Dora Scenic Railway, which runs between Orlando and Mt. Dora, once again came back to life. With a shrill blast from her whistle and a few belches of steam, the *Mount Dora Cannon Ball* chugged back into service after the new owners completed a buyout from the previous operators, who had been struggling. Locomotive #4 (ex-Reader Railroad) suffered the indignity of being chained to the track after the former owners, the Mount Dora, Tavares & Eustis Railroad, defaulted on lease payments in June and July. Equipment owner Arkansas Short Lines Railroad, a holding company for several lines, took the train out of service while it sued for nearly \$30,000 in back lease payments. After some arguments in court, a new owner bought out the Mt. Dora and signed a new lease with "Short Lines." New General Manager Neil Bagaus said "it was a lot of work to get it done, but worth it." Mr. Bagaus also said that the new owners plan to put the *Cannon Ball* into daily-except-Monday service, with four trips a day planned between Mt Dora and Wooton Park in Tavares, Florida. However, the larger goal would be to extend the service to run between Mt. Dora and Orlando, hoping that Orlando crowds will use the train to reach Mt. Dora. The initial trip on December 8 attracted a fair amount of riders, and the railroad is banking on a lot of publicity and word-of-mouth to keep it going. As for the locomotive itself, she was tagged for leaky flues back in December during an inspection. Further inspection disclosed that too many flues were leaking and the she was pulled out of service; new flues are being installed. While this work was being performed, the group discovered that the bottom of the tender had rusted out, and was leaking water. A new tank is already in place, I'm happy to report. The project should have been finished by the end of January. In the interim, the line has relied on borrowed diesel power to keep the trains running. Hopefully, by next month I'll be able to report that #4 will be providing power all the way from Mt. Dora to Orlando. Good luck, guys!

Moving northward into the Keystone State, the Strasburg Railroad has begun delivering four "Thomas the Tank Engine" replicas; they're being shipped to the Illinois Railway Museum, the National Railway Museum, and the Durango & Silverton Narrow Gauge Railroad (which will get two: one standard and one narrow gauge). These unique replicas are great drawing cards: thousand of visitors flock to see them whenever they operate. Just ask the Strasburg RR itself: the line drew over 24,000 people in the three days they had Thomas in operation. Some tourist lines can't draw this many visitors in a year!

Rumors have been circulating in many areas that Ross Rowland's #614 has either been sold or is coming out of retirement. At one time, I reported a rumor that #614 might be going west to run on BC Rail to run between North Vancouver and Squamish, British Columbia. The current rumors have it that there are discussions between NJ Transit (on whose rails the engine sits at Kearney) and Andy Muller of the Reading & Northern Railroad in Pennsylvania, a major freight line that has also run excursions from time to time, with rumors that the engine might be moved to R&N's Port Clinton shops. Let me assure you that Andy Muller has *not* purchased #614, and she will remain at Kearney for the foreseeable future. The monies owed by Ross Rowland's Iron Horse Enterprises, from #614's previous trips, are a sizable roadblock to getting her back on the road in the future.

Now we can end this month's column on a bright note. The New Hope & Ivyland Railroad, based in New Hope, Pennsylvania, has received a \$300,000 grant from the Pennsylvania Department of Transportation for bridge and track repairs. Penn Eastern, which operates several branch lines in southeastern Pennsylvania, was also awarded \$300,000.

I certainly have a lot of people to thank this month. Lee Beaujon (Railroad Enthusiasts - New York), John Biehn and Don Clark (Dayton Railroad Society), Ed Bergen and Richard Taylor (Camden & Amboy Society), Chuck Billings (Florida East Coast Chapter, NRHS), and George Meyer and John Bobsin (New York Chapter NRHS); I remain your most obedient servant in steam,

UNTIL OUR TRACKS CROSS AGAIN.

Interesting Rail News

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

N&W 611 ready for its close-up

Famed excursion locomotive Norfolk & Western J-class 4-8-4 No. 611 will soon be seen under steam again...if only through the magic of digital photography. In an upcoming series of magazine advertisements promoting the new Mercedes-Benz 2003 S Series, the image of 611 will be digitally matched with a Mercedes, showing the two engaged in a high-speed race across the empty West, according to an article in Saturday's Roanoke (Va.) *Times*.

The reality, however, was entirely different. A Norfolk Southern diesel locomotive pulled the streamlined beauty outside her home at the Virginia Museum of Transportation. Cameras panned the engine as the 611 moved slowly by, pushed by the diesel, headlight illuminated. For added effect, a smoke machine was placed in the engine's smokestack. "If you look at the Mercedes and the 611 and use a little imagination, you can see an artistic parallel," David Helmer, a retired NS employee, said in the *Times* article. The ads will appear in magazines this spring.

Luxury excursion tours to begin in Maine this summer

Rail tour operator Randy Parten and his new company, Acadian Railway Co., will begin luxury rail excursions in northern Maine this summer and offer fall foliage trips between Portland and Montreal this autumn. "We want to bring people to Maine, not the coastal part of Maine everybody knows about, but the big interior part of Maine at Moosehead Lake," Parten told the *Portland Press Herald*.

The train will use the same 1940s and 1950s vintage equipment used on excursions in Mexico's Copper Canyon in the winter. The excursion train would run on the tracks of the St. Lawrence & Atlantic, Eastern Maine Railway, and Iron Road Railways' network of New England short lines and regionals.

Florida East Coast enjoys second-best year

Despite the weakening economy, Florida East Coast yesterday reported its second most profitable year. In 2001 the regional earned revenues of \$160.7 million, versus \$164.8 million in 2000; operating profit was \$41.2 million versus \$43.7 million. For the fourth quarter, FEC's revenues were \$41.2 million compared to \$41.3 million in the fourth quarter of 2000. Operating profit was \$11.3 million, compared to \$12.5 million. Its operating ratio was 72.6 percent, compared to 69.8 percent in the fourth quarter of 2000. Fourth-quarter freight revenues were 2 percent higher than the same period in 2000. Revenues from carloads were up 8 percent quarter-over-quarter.

Contributors to the increase in the fourth-quarter revenues were primarily aggregate (11 percent) on continued service and partnering improvements, foodstuffs (26 percent) due to significant new business from Tropicana Products, Inc., and motor vehicles (3 percent) as manufacturers replenished dealer stocks depleted by the favorable incentives and financing programs. Reduced revenues for other commodities, including intermodal (down 5 percent), were primarily reflective of a slowing economy, the railroad said.

Florida tourist railroad to begin daily steam service

Florida tourist-hauler Orlando & Mount Dora Railway on Tuesday will begin daily steam-powered service between Orlando and Mount Dora, a 74-mile round trip over former Atlantic Coast Line and Seaboard trackage. The train, powered by Baldwin 2-6-2 No. 4, an oil-fired engine built in 1913, will depart Orlando daily at 9 a.m. and arrive in Mount Dora at 11:45 a.m. The train, with between four and seven cars, departs Mount Dora at 2:15 p.m. and arrives in Orlando at 5 p.m.

The consist will include a combination car, two or three coaches, and former Illinois Central parlor car Calumet Club. Cars are being refurbished at the Orlando & Mount Dora's coach yard located at the old Seaboard Air Line freight station on Amelia Street in Orlando. Florida residents can take advantage of a 50-percent-off special during February. For reservations and information, call 352-735-4667.

Union Pacific Challenger No. 3985 summer excursions

A St. Paul, Minn.-Kansas City excursion in June will be one highlight of a Midwestern swing by Union Pacific 4-6-6-4 Challenger No. 3985. The locomotive's schedule for this year has not been nailed down yet, UP spokesman John Bromley said today. But it's likely to include an excursion from St. Paul, Minn., to Kansas City in late June, sponsored by the Camerail Club of Omaha, Neb., as well as a trip out of Chicago prior to that, he said.

The 3985 is also slated to pull the annual Denver Post Frontier Days train from Denver to Cheyenne, Wyo., and return on July 20, Bromley said. Any other potential outings for the big Alco this year would likely be in the Cheyenne, Laramie, Wyo., and Denver areas, Bromley said. UP's other active steam locomotive, 4-8-4 No. 844, will remain in the shop in Cheyenne this year.

Newspaper says railroads could face suits over slave labor

CSX, Canadian National/Illinois Central, Norfolk Southern, and Union Pacific could be sued for reparations because they or their predecessor lines were constructed with slave labor prior to 1865. *USA Today* reported that the Reparations Coordinating Committee, led by a Harvard law professor and an author-activist, plans to sue five financial companies that profited from slavery. Research by USA Today identified 13 other companies with ties to slavery, including Gannett, which publishes the newspaper.

The committee's campaign is part of a wider effort to gain, at a minimum, public apologies from companies and governments, the newspaper reported. No slavery reparation lawsuit has been successful, but companies have issued apologies. Virtually every railroad in the South used slave labor to build or operate its lines prior to the end of the Civil War. Railroads typically rented slaves annually for the equivalent of \$3000 or so in today's money.

Royal Canadian Pacific to make Calgary-Vancouver round-trip

Canadian Pacific's luxury Royal Canadian Pacific will make a Calgary-Vancouver round-trip in May, retracing the spectacular former route of the Canadian in what's billed as a one-time trip. Besides offering a trip through the scenic mountains of Alberta and British Columbia in a consist of open-platform observation cars, the excursion will feature an on-board focus on food and wine. In fact, the four-night, five-day trip is dubbed the "Royal Culinary and Wine Experience."

The ticket price for the May 23-28 excursion is \$3995 per person for double-occupancy. The signature trip of the train, powered by CP's restored FP7's, is the Golden/Crowsnest loop trip out of Calgary. For information, contact the Rail Travel Center of Putney, Vt., at www.railtravelcenter.com.

Quotable

"People need to understand that there are materials vital to functioning of the Olympics and the economy generally that has to get shipped through Salt Lake City. Our economy doesn't run on water and sugar." -- Union Pacific spokesman Mike Furtney, quoted in an Associated Press story on the railroad's refusal to divert hazardous material shipments away from its Overland Route through Salt Lake City during the Winter Olympic Games.

"The security is so tight that a reporter and an editor from The New York Times who went to the Union Pacific rail yards last weekend were detained, fingerprinted, photographed and issued summonses for trespassing. The hobos already knew this." -- From a story in The New York Times regarding the increased number of homeless people in Salt Lake City, some of whom were lured to Utah by rumors of jobs related to the Winter Olympic Games. Many of them apparently hopped freight trains to get to Salt Lake City, the story said, but with the increased security, they can't leave town the same way they arrived.

"We're like the bull in the china shop of modern America." --Union Pacific spokesman John Bromley, quoted in a Chicago Tribune story on many communities' mounting frustration with backups at grade crossings.

"The railroads don't hesitate to pay. But that's no consolation for the aggravation." -- Melrose Park (Ill.) Police Chief Vito Scavo, quoted in the Tribune, regarding fines levied on railroads for blocking crossings. Some communities, such as Blue Island, Ill., earn more than \$100,000 annually from tickets issued to railroads.

"The nation's highway system does not make a profit. Nor does the commercial aviation system. Nor does passenger rail. However, only one of these three vital links in America's transportation network, the railroad, is being asked to break even. Congress must abandon its fantasy that Amtrak can be self-sufficient. Only then can it engage in an honest debate about the kind of passenger rail system the country needs, and how to pay for it." -- The lead paragraph of a New York Times editorial on passenger rail. The editorial, which appeared in Tuesday's editions, urged increased funding for passenger rail, with the exception of long-distance trains.

"I can see nothing but pluses coming out of the train." -- Saco, Maine, Mayor Bill Johnson, quoted in a Portland Press Herald story about the inaugural stop of Amtrak *Downeaster* service in Saco. About 200 people turned out yesterday to meet the first train.

Tri-Rail Cooking French Fries?

from November 2001 newsletter of the Miami Chapter, NRHS

Tri-Rail announced on November 1st it will be running on diesel fuel mixed with soybean oil and possibly recycled cooking grease, which may cause the locomotive to trail the faint smell of French fries. What's the gimmick here? BIODIESEL is slightly more expensive than petroleum diesel but burns more cleanly, produces few toxic emissions and reduces engine wear.

THE FUNNY SIDE OF THE TRACKS

offered by Chuck Billings, our Chapter President

Two Indians and a Hillbilly were walking in the woods when all of a sudden one of the Indians ran up a hill to the mouth of a small cave. "Wooooo! Wooooo! Wooooo!" he called into the cave and then he listened very closely until he heard an answering, "Wooooo! Wooooo! Wooooo!" He tore off his clothes and ran into the cave.

The Hillbilly was puzzled and asked the other Indian what that was all about, was the other Indian crazy or what?

"No," said the Indian. "It is our custom during mating season when Indian men see cave, they holler "Wooooo! Wooooo! Wooooo!" into the opening. If they get an answer back, it means there is a girl in there waiting to mate."

Just then they saw another cave. The Indian ran up to the opening of the cave, stopped, and hollered, "Wooooo! Wooooo! Wooooo!" Immediately there was an answering "Wooooo! Wooooo! Wooooo!" from deep inside the cave. He tore off his clothes and ran into the cave.

The Hillbilly wandered around in the woods alone for a while, and then he came upon a great big cave. As he looked in amazement at the size of the huge opening, he was thinking, "Whoa, man! Look at the size of this cave! It is bigger than those the Indians found. There must be some really big, fine women in this cave!"

He stood in front of the opening and hollered with all his might, "Wooooo! Wooooo! Wooooo!" He grinned and closed his eyes in anticipation, and then he heard the answering call, "WOOOOOOOOOO! WOOOOOOOOOO! WOOOOOOOOOO!"

With a gleam in his eyes and a smile on his face, he raced into the cave, tearing off his clothes as he ran. The following day, the headline of the local newspaper read, "NAKED HILLBILLY RUN OVER BY FREIGHT TRAIN."

PROGRAM MANIFESTS

Upcoming Chapter Programs

MARCH – MONDAY, the 11TH, 7PM. Member George Gillette will present the program on "Railroads in Michigan".

MARCH – SATURDAY, the 30TH, 11AM. Field Trip to the Winter Garden Railway Museum. Meet at Cocoa Library at 9 a.m. Details and directions elsewhere in this newsletter.

APRIL – MONDAY, the 8TH, 7PM. Program to be announced. (Any volunteers?)

CURRENT AND UPCOMING FLORIDA EAST COAST EVENTS

JUNE – Train & Toy Show, Eau Gallie Civic Center, 1551 Highland Ave, Melbourne. 9am - 2pm. Admission - \$3.00. Children under 10 free with parent. (321) 453-4125.

SCHEDULE OF NRHS NATIONAL BOARD OF DIRECTORS MEETINGS & CONVENTIONS

SPRING 2002 - April 12-14, Harrisburg, Pennsylvania (hosted by Harrisburg Chapter)

2002 CONVENTION - August 19-26, Williams, Arizona (hosted by Grand Canyon Chapter)

FALL 2002 - November 1-3, Mount Pleasant, Iowa (hosted by Overland Chapter and Iowa Chapter)

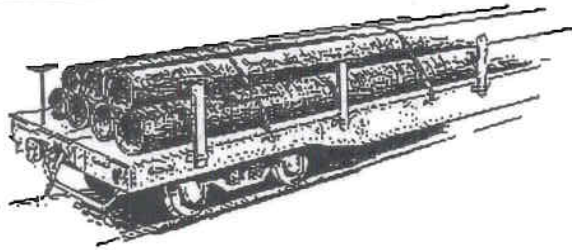
SPRING 2003 - April 4-6, Richmond, Virginia (hosted by Old Dominion Chapter)

2003 CONVENTION BALTIMORE - July 1-6, Maryland (hosted by Washington, DC Chapter)

FALL 2003 - October 17-20, Ronkonkoma, New York (hosted by Twin Forks Chapter)

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

President	Chuck Billings	(321) 783-7049
Vice-President	Jim Sleeth	(321) 267-5839
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/flatpipe.gif>

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



NEXT MEETING: Monday, March 11, 2002, 7:00 PM
Central Brevard Library & Reference Center
308 Forrest Avenue, Cocoa (321) 633-1792
PROGRAM: Member George Gillette will present the
program on "Railroads in Michigan"