

# The *EAST COAST CHAMPION*

March 2004

## PRESIDENT'S MEMO TO STOCKHOLDERS

Seeing the posts on Meadville crashes jogged the old braincells....Let's start with the layout of Meadville yard. At the West end of the yard is BK junction & tower. It is here that the branch to Titusville and Oil City departs the mainline. Proceeding Eastwards, you have the yard itself on the South side of the E/B maintrack & at the East end of the yard are the crossovers to gain access to the main tracks. Beyond that is the main part of the town & the ERIE passenger station.

In 1960-61, I was working the firemans extra list out of Cleveland and had been placed on train 192/177 which went to Meadville one day and back to Cleveland the following day. This train ran thru Warren, Niles, Youngstown, and Sharon doing work at most of the yards out & back. I believe we stayed overnite at a bunkroom in or near the roundhouse in Meadville, but it's been almost 45 years & the memory is dim on that aspect. One thing I will NEVER forget is what happened when we were preparing to leave the roundhouse and get our train. Clarence Groff, the engineer picked up some paperwork while I checked the units for fuel,water, lube oil, supplies, etc. When Mr. Groff arrived at the power, he did a brief doublecheck and climbed into the cab. Our headman lined us out of the shop area and guided us thru the yard to the East end where we stopped before going out onto the mainline. While Mr. Groff got on the radio requesting permission to occupy the maintrack, the headman was 2 steps ahead of us. HE didn't need to bother with anything like getting permission - Oh no - he was already industriously unlocking switches & lining us up for the Westbound maintrack (so we could run to the West end of the yard & back down onto our train). I was too new to see the problem, but at this point, Mr. Groff & I both heard faintly on the engine radio "NUMBER 5 LEAVING THE STATION". Old man Groff let out a yell, "What the HELL is that moron doing??" and began frantically blowing short blasts on the airhorn to attract the attention of our newhire headman. Finally he looked at us & began relining the switches & in a few minutes, the 2 E-8s and 8 cars of Number Five roared by on their way to Youngstown.

Nothing was officially said about this nearmiss, but Mr. Groff had a few well-chosen words for the dumb headman. My part consisted of looking as mean as I could at the poor flagman who was told to sit in the trailing unit for the trip & not bother those of us who KNEW what we were doing. It was thus that I learned the lessons that have enabled me to survive 35 years on the railroad. If things had happened a few minutes one way or the other, there could very easily have been another 'incident' at Meadville.

Regards,  
Walter E. Smith

## MINUTES FROM THE FEBRUARY 2004 MEETING

President Smith offered the chapter coffee and donuts prior to the meeting. The meeting was called to order at 7:18 PM February 9<sup>th</sup> 2004. President Walt Smith presided. This month's Raffle was held. The raffle prize was a package of "LGB Telegrams" donated by Walt Smith. The winner was Ralph King.

The chapter's guest John Curtis from Cincinnati Ohio introduced himself. John is a winter visitor and found our meeting through the NRHS annual directory.

Treasurer's Report – Bob Selle gave the Treasurer's report. Jim Gillim moved to accept the report with a second by Jim Reebel. The motion passed.

Approval of Minutes – President Smith called for additions or revisions to the January minutes as published in the newsletter. None were offered. Walt asked for a motion to approve the minutes. Dick Alkus offered the motion with a second by Dave Klein. The motion passed.

Old Business – Dick Alkus suggestion that the chapter prepare a slide presentation for use by the county schools was further discussed. Dick Alkus and Walt Smith offered to bring in slides for the presentation. Walt Smith offered to assemble the presentation and do the narration. Hal Greenlee offered to scan slides and put the presentation on DVD. The discussion then digressed into a discussion of the value of digital preservation of old photographs.

New Business – President Smith, in recognition of all the work done on the newsletter for the last 5 years by Jim Heidel, asked for a motion that the chapter absorb Jim's dues. John Prestopino offered the motion that was seconded by Jim Gillin. The motion passed.

#### Reports/Announcements –

- Hal Greenlee reported that his son who had previously shown no real interest in railroading has gone to work for the UP as a student brakeman. Hal also announced that he has an extra copy of *Speedway to Sunshine* that he would like to sell.
- Dave Klein – Dave's newsletter column "The Electric Notepad" didn't make the newsletter because the editor was unable to read Dave's computer disk. The column will be back next month. Dave also noted that the current issue of "Railroad and Railfan" magazine has an article on the NASA's KSC railroad operations. The magazine also reviews three books whose subject is Florida railroads.
- Jim Gillin – According to Bob Lewis TriRail has purchased the DMU that they were operating as a trail and have ordered two more.
- Bob McMillion – Wants to know what happened to the live steam model railroad club in Lakeland. (The writer has since located and visited the club in Dundee Fl. The club is now called Ridge Live Steamers. See [www.ridgeclub.org](http://www.ridgeclub.org))

Program – Walt Smith entertained the chapter with slides and stories of the original Autotrain operation.

### STACK TALK

by Neil Moran

As I sit here during the last week of January writing March's "Stack Talk" column, it's snowing. That certainly no surprise to most of you. Like last year with all the extremely cold weather plus all the snow it sure gives one cabin fever. Maybe a little steam news from far away places can relieve the pressure.

We'll start off with news from China where things are changing for the worse. DaBan still remains all steam, and may continue past March 2004. However, the plan is to dieselize all traffic from Zhelimu to Tongliao. ChaBuGa should switch to diesel after March 2004. Diesels should begin to appear at DaBan during the summer of this year. Saving the worst for last, diesels could appear over Jing Peng Pass late this summer through Galadasitai over to DaBan. My friend John Biehn who returned from China in late January states that when a steam locomotive breaks down the engine is taken off regular service and put on a storage line. Upon inspection it is either put on a dead track, or if it can be repaired without too much trouble put back into regular service. Unfortunately the "dead line" is growing. Several more freights are now being powered by one engine instead of two. Chang Chun Works were closed to steam repair, the final engine QJ7163 from Ji Tong Railway. SuJiaTun still operating as of last November, and Daban is currently home to 71 locomotives including stored units. These units that have been stored will be refurbished, and brought into use quickly. And finally a decision has been made to withdraw all QJ's whose boilers are 20 years old. These engines will be quickly scrapped starting with the 6000 series running possibly to 6631-6795. These were built in 1984. This just in, HaoLuKu continues 100% steam through the spring, and DaBan will continue steam 100% through the summer, after which diesels can be expected. Yuch!! I think the handwriting is on the wall, so if you have any intentions of going over to China you better make plans now!!

A little news from our good neighbors to the north. Canadian Pacific's railway president and chief executive officer, Rob Ritchie has been named "Railroader of the Year" by Railway Age publication. Today CPR is among the best run of North America's nine largest carriers. He has certainly followed in the footsteps of enterprising men of the railroad as George Stephen, R.B. Angus, and William Van Horn, chief engineer, A.B. Rogers, and James Ross, C.P. manager of construction. Along with all the attributes bestowed upon him he recently received another one from Deputy Premier of British Columbia. The Deputy Premier wanted to thank him for running #2816 through several sections of Vancouver and other areas. "You don't know how much joy you gave the communities when you ran her." "I was besieged by phone calls from many grateful people." Madam Deputy Premier concluded by saying, "It was very helpful to her, because she was better able to explain that the railway is a positive presence." But besides "it's public relations value, #2816 is really a neat piece of machinery" says Rob Ritchie, "We get a lot more value out of her than what she cost, and we're learning how to use it." The budget for #2816 is over C\$1 million, but I have no problem saying it's money well spent. It helps the industry, and it helps our company. The letters I get from people in communities where she's operated are extraordinary. "It was fashionable for a long time for senior railroad executives to dislike steam," says Ritchie, "Many were around when steam was king." "For those who had to get up at 4:00 a.m. to service it, there was no romance" he continued. "Somehow a steam locomotive, with those big drivers, whistles and other sounds, magnifies the momentum and power that railway represents." He concluded, "a diesel is far more technologically advanced, but people just don't look at it that way. In fact they don't look at them at all." Truer words were never spoken (my opinion). When the #2816 crosses Canada from Vancouver to Montreal this spring, she will bring with her all the majesty that a steam engine can display, and all the heritage of the Canadian Pacific Railway. Hey, she's an Empress. For this we can thank Rob Ritchie for his hindsight and foresight. This memorable trip starts May 20 in Vancouver, and finishes at Montreal May 31.

One other piece of news from Canada. Lying just 12 miles west of Revelstoke, B.C. on the Trans Canada Highway is the "Three Valley Gap Chateau" and heritage town. To the rear is the heavily used CPR main line. Right on the highway is the chateau complex. When seeing it for the first time you see a striking resemblance to an "Antebellum" style house of the South, in the era of pre-Civil War. It has four historic columns, and an above balcony. The building is painted white, and as you enter through the large main doors it is a replica of the ornate lobby entrance to the "Arlington Court" building built in Revelstoke in 1912. Just inside is old #93, a 32.5 ton 0-4-0T displayed in the lobby. Also, on display are photos and artifacts of railway heritage, plus a large scale steam locomotive model. To the rear and across the yard is Canada's newest roundhouse, and turntable. All this should be completed over the winter. Already in some of the roundhouse stalls are former B.C. Rail official car, Caribou, built by American Car & Foundry in 1911 as Missouri Pacific Diner 10101. This is must see. By now three passenger cars that sat outside waiting for the turntable to be installed are three C.P. coaches and a C.P. caboose 437070. While in the areas, be sure to visit the famous Revelstoke Railway Museum, complete with CPR train movements. Just west of Three Valley Gap is Craigellachie where the last spike on the transcontinental line was driven in 1885.

Now, finally some news in our own country. It is pretty much a fact the ex-Southern Pacific #4449 will power an excursion train from Sandpoint, Idaho, to Billings, Montana. The "dead head" move will depart Portland Oct. 7, with a return to Portland slated for Oct. 21. The six day excursion will be as the one the SP&S #700 ran in 2002. This is a three day eastbound trip, with stops each day at Missoula, Bozeman, and Billings. Also including a short stop in Livingston. You will have a two day layover in Billings before beginning the westbound excursion. As it stands now if you can't get to Portland, the tentative date for departure at Sandpoint is Oct. 9. This trip has it all, fantastic scenery, fast running, dome cars, and three steep mountain passes, plus the huge hill westbound out of Missoula. I'm saving the best for last. Doyle MacCormick is seriously considering painting the #4449 back into her original "Daylight" colors. What a show this is going to be, a big 4-8-4 powering up those mountain passes, and the stack talk echoing off those mountain cliffs. Awesome!! For trip information contact MRT at [reservations2@moutnatrailtours.com](mailto:reservations2@moutnatrailtours.com).

Moving northward to Willits, California, the "Skunk Railroad" has been finally sold to the Sierra Railroad, a short line freight hauler at Oakdale, California. The decision of the court was reached on December 17th by a federal bankruptcy court judge to take over Mendocino County historic "Skunk" train, the top tourist attraction in this part of California's northern coast. In approving the \$1.4 million sale, the judge noted that other rail oriented firms submitting competing bids had no hands-on train operating experience. The California Western Railroad ran this train which runs 48 miles through a lush valley and along an arid mountainside between Fort Bragg and

Willits. It attracted some 60,000 riders per year and \$9 million in tourist spending. The California Western filed for bankruptcy a year ago because of the loss of \$300,000 in revenue per year when the on line Georgia Pacific plant stopped shipping logs to Willits.

Back in late January the Union Pacific 4-6-4 Challenger #3985 made a month long sojourn to Houston, Texas to help in the "Super Bowl Festivities." This was a nine state, 3,500 mile tour that began on Jan. 12th at its home in Cheyenne, Wyoming. Arrival date in Houston was set for Jan. 23rd when she was going on public display during Super Bowl XXXVIII activities. No public rides were planned, but en route there were scheduled stops in Kansas City, and St. Louis, Missouri, and Pine Bluff and North Little Rock, Arkansas. Things started out quite good in Cheyenne and continued that way till Kansas City. However after leaving Kansas City enroute to St. Louis problems arose. She limped into St. Louis about six hours late and in poor shape. The problem was that the siphon tube in the firebox was broken. Steve Lee, head of steam operations on U.P. put in a hurried call to his reserve forces in Cheyenne and had them fabricate a new one. The locomotive was then drained of steam and sat at one of the paved parking areas used by company picnics. On Sunday Jan. 18 a severe cold front passed through St. Louis, plunging the temperature down to 8 degrees, hindering any work that had to be done on the #3985. Even though it was bitter cold many people came to view the engine on Sat. and Sun. Monday the new siphon arrived and was welded to the firebox, and steam was brought up slowly. But the crew had continuing problems due to the frigid weather as various lines thawing out, but started refreezing. Because of all the problems the Challenger didn't leave St. Louis till Thursday Jan. 22nd, and that was tentative. As this story is written in late January it is not known whether the #3985 was on her way down to Houston. The arrival date back in Cheyenne is booked for Feb. 12th with scheduled stops in Longview, Texas, North Little Rock, Van Buren, Arkansas, Coffeyville, Kansas, Kansas City, Mo., Marysville, Kansas, then North Platte and home!

Another big engine comes into play this summer at the NRHS Convention in Minneapolis/St. Paul, Minnesota. That's former Milwaukee Road 4-8-4 #261. She will be a main part of "The Grand Excursion 2004," the logo attached to this year's convention. Train excursions will be coming in from Chicago to Rock Island, Ill., and then from the Quad Cities of Illinois and Iowa up the Mississippi River to the Twin Cities. The original "Grand Excursion" of 1854 was a steamboat expedition celebrating the first railroad connecting to the upper Mississippi. To commemorate this original event, the #261 has been asked to carry passengers from Chicago to Rock Island on June 25th. The next day passengers will have the option of boarding steam boats in Bettendorf Iowa, for harbor cruises, port to port cruises headed up river, or continue on various rail excursions along the flotilla route. The train trips will offer two basic types of trips. Circle tours that originate in Rock Island on the week-end of June 26-27, and in St. Paul, the week-end of July 2-4. Plus rail excursions behind #261 that follow both riverbanks of the Mississippi River for over 400 miles. Steam boats such as paddle-wheeler "Delta Queen," will sail from the Quad Cities about 400 miles up river to the Twin Cities with leisurely stops enroute at various towns in Iowa, Wisconsin, and Minnesota. Hopefully when the Delta Queen arrives at the Twin Cities she will be joined by 8 or 9 other paddle wheelers. This means there will be steam motive power on land as well on water. The NRHS Convention is schedule to run from June 27 through Sunday July 4. Also appearing it seems is the Canadian Pacific #2816 (The Empress), and possibly Union Pacific may send either the #3985 or the #844. More information will undoubtedly be coming in for this spectacular event. Look for three steam excursions and also a main line vintage diesel trip is planned. More information next month.

Just recently the Ohio Central had a "photographers special" on the week-end of Jan. 24-25. The engine was of course their pride and joy ex-Grand Trunk Western #6325. Which pulled both freight and passenger consists. On the tender of both days was a 1940's GTW herald. A surprise engineer on the second day was Ross the Boss Rowland. Now from what I heard ole Ross got up in the cab, adjusted his goggles and gauntlets after he sat down, and proceeded to blister the rails on many runbys doing about 60 mph or more. Photographers said it was a thing of beauty to see ole Ross lean out the cab window and let her rip. Since it was very cold over the entire weekend and snowing at times, plumes reached as high as 70 feet above the big 4-8-4. What a show he put on for those railfans. As the young crowd says today, "Awesome." Now, for some additional news that will be taking place on the Ohio Central. In Dennison, Ohio from July 30 to Aug. 1st, there is a "steam fest" brewing. Tentative plans include inbound trains coming in from Columbus and Pittsburgh with steam and diesel powered excursions. Incidentally the diesels will be of the vintage era. Steam engines expected to attend at the Ohio Central's own Grand Trunk Western 4-8-4 #6325, Canadian Pacific 4-6-2 Pacific #1293, and Ohio Central newest acquisition Lake Superior & Ishpeming 2-8-0 #33. Invitations have been sent out to the Pere Marquette 2-8-4 Berkshire #1225, and from what I hear, it will attend. Another invite was sent to the crew of the #765 for Nickel Plate Road

Berkshire. To have two Berks accepting this steam bash is more than one can hope for. The #1225 is just about finished with her repairs, while the #765 has a way to go yet. But hopefully will be there. In having five steam locomotives attend this "bash" is something to marvel at in these days. So set our calendars for this one, it should be a blast!! There will be more information on this as it comes in.

Heading back west for a story, Grand Canyon Railway steam locomotive #19 a Lake Superior & Ishpeming Consol is up for sale. The engine is presently located in Las Vegas at the MGM Grand. The Consol was cosmetically rebuilt and put on display 8 years ago. It was scheduled to be loaded on flat cars last January. The sale will include moving the locomotive from the MGM to a loading facility loading the #19 and tying her down on the flat cars. The sale price does not include shipping. Originally the unit was purchased by the Royal Gorge Railroad, but they declined and are no longer interested. If not sold, it will be shipped to the Grand Canyon and put on display.

Here's an interesting story about Shay locomotive #1925. She just keeps on making friends for the North Carolina Transportation Museum wherever she goes. Last fall the Shay traveled by flatcar to the great Smokey Mountain Railroad to participate in the Western North Carolina Scenic Railroad's annual Railfest at Bryson City. There, the engine hauled several hundred fans along the Tuckaseegee River on short trips. In addition, it hauled a premium fare photo special for 17 of the top nation's railway photographers. Best of all #1925 moved 210 children from a middle school in Robbinsville the engine's home town. She's a well known locomotive nationally having run in regular service than most locomotives in the United States. Preservation and restoration at the North Carolina Transportation Museum further added to the engine's resume. It is a member of an elite 150 operating steam locomotives in the United States entering the 21st Century.

Well we have certainly moved around the world in this edition of Stack Talk. China to Canada, and several states within the US. By now I hope you've gotten rid of your "cabin fever." Hang on, spring is just around the corner.

Many thanks to several people who took the time to pass on most of the information you just read. Steve Barry (Railfan & Railroad Magazine), John Biehn and Don Clark (Dayton R.R. Society), Bruce Russell (NRHS-NY), Al Roberts (RRE-NY), David Neubauer (St. Louis RRE), and your most obedient servant in steam. UNTIL OUR TRACKS CROSS AGAIN.

### INTERESTING RAIL NEWS

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

#### **\$3 million violin takes solo train ride**

BALTIMORE, Md. - Gidon Kremer left his \$3 million violin on an Amtrak train, but a quick-acting baggage-handler retrieved the instrument and it was returned to its grateful owner, according to a report from the Associated Press. The violin is a Guarneri del Gesu dating from the year 1730. Kremer, who performed as a guest artist with the Baltimore Symphony Orchestra last week, on Wednesday rode an *Acela* Express from New York City to Baltimore's Penn Station. He said he was preoccupied during the trip after learning of another violinist's illness. Accustomed to traveling with only a garment bag and his violin, on this trip he also had a large suitcase because he was leaving for an Asian tour after performing in Baltimore. Kremer didn't realize he left his violin on the train until after it departed.

Kremer contacted Amtrak's Lost and Found, and the violin was secured when the train arrived at Washington Union Station. The artist asked the Baltimore Symphony Orchestra to invite the baggage-handler who secured the instrument, Mike Famiglietti, to one of his concerts.

#### **"Never Never" train crosses Australia... northward**

ADELAIDE, Australia - After 140 years of planning to complete a railroad across the Australian continent north-and-south, Australia celebrated the departure of the first passenger train on the route yesterday. The train left Adelaide, South Australia, on a three-day journey northward to the Northern Territory seacoast city of Darwin, according to a report from the BBC. The 1851-mile line, which for decades was half-built as far north as Alice Springs in the central part of the continent, cost almost \$1 billion to complete. (Australia has also had an east-west transcontinental railway for decades.) The first freight train reached Darwin on January 17.

Described as one of the world's greatest train voyages, the line passes through forbidding Northern Territory desert country known as the "Never Never." The idea of the railroad being completed had also been known as The Never Never because, as a local politician explained it, nobody ever thought it would never happen.

#### **Fire damages former "Old & Weary" headquarters**

MIDDLETOWN, N.Y. – Fire hit the former New York, Ontario & Western Railway station Monday morning, according to a story in the Middletown Times Herald-Record, destroying about one-third of the 112-year-old building. The front, with its clock and O&W station sign, were untouched by the flames. More than 75 firefighters responded.

The railroad, the first Class I to seek total abandonment, in 1957, was known locally as the "Old & Weary." It operated from New York City north on New York Central trackage rights from Weehawken, N.J., across the Hudson River from New York City, to its own rails at Cornwall, N.Y., from where the line stretched through hilly New York State country, terminating at Oswego, a port on Lake Ontario. Branch lines served Utica, Rome, and Scranton, Pa., among other cities. The Middletown station, which had also housed the NYO&W headquarters, had been used since the abandonment by a number of local businesses. A few parts of the O&W were absorbed into competing railroads, and its diesels scrapped or sold off to other carriers. (For more information on the "Old & Weary," check its historical society's website, [www.nyow.org](http://www.nyow.org)).

Finished in 1892 at a cost of \$50,000, the Middletown structure is constructed of brick and sandstone and trimmed with pine. It was designed by Bradford Lee Gilbert, a noted station architect responsible for the design of Chicago's Illinois Central Station and New York's Grand Central Terminal. The station was renovated in 1936.

#### **Black Hills railroads pronounced South Dakota civil engineering landmark**

DEADWOOD, S. Dak. – The Black Hills railroads were listed as a South Dakota civil engineering landmark last week by state chapters of the American Society of Civil Engineers. The event is part of an ongoing ASCE program to recognize historically significant civil engineering projects, structures, and sites. A dedication is planned at the former passenger depot May 6.

#### **Texas' last interlocking tower closing**

ROSENBERG, Texas - Effective at 8 a.m. today, Texas begins to lose Tower 17, its last active interlocking tower guarding a railroad junction. All Texas towers were numbered, and the one at Rosenberg, 35 miles southwest of Houston where Union Pacific's former Southern Pacific Sunset Route main line crosses BNSF's former Santa Fe line from the north into the Houston-Galveston area, happened to be 17.

Tower 17's closure is said to leave UP's West Bridge Junction in Louisiana, near the Huey P. Long bridge, as the last staffed traditional tower in service (vs. towers at moveable rail bridges at waterways) in the U.S. west of the Mississippi River. A 36-hour maintenance-of-way window is in effect today for UP signal forces to change out switches, switch machines, and cut over new signals and take down old ones at Tower 17. The UP Glidden Sub dispatcher now controls the remaining switches and signals. Rosenberg operators are expected to find work at other UP locations.

The last day that Tower 17 will be open will be Friday, Feb. 13, with the last operator reporting for work at 11 p.m. When that shift is over at 7 a.m. Saturday morning, the tower will be closed. Texas' towers were given numbers, at random, by the Railroad Commission of Texas after the 1901 passage of a state law to regulate crossings at grade of railroads. The numeric progression of Texas interlockings has no logic either geographically or by railroad. It is believed that Tower 196, in El Paso near Union Station, had the highest number. As late as early 1985 there were still well over 100 active interlockings in Texas, but only a couple of dozen or so were controlled by active towers.

#### **UP coal train breaks back of bridge in Colorado**

DELTA, Colo. – A Union Pacific coal train on the Montrose Branch in western Colorado derailed 16 of its 105 cars at 9:15 a.m. Monday while crossing the Gunnison River just east of Delta when an I-beam running perpendicular to the rails on the 385-foot through-truss-type bridge it was traversing broke, according to UP's

John Bromley. One end of the bridge dropped 8 feet. Three of the derailed cars were on the bridge. No one was injured.

The train, designated CBRPAH, was bound from Colorado coal mines to East St. Louis, Ill. No cars overturned and no coal was spilled into the river. The line was expected to be reopened today. The bridge incident left two other loaded coal trains stranded on the line. Delta is 40 miles southeast of Grand Junction on a former Denver & Rio Grande Western branch that terminates 22 miles farther south at Montrose. The coal mines are east of Delta on another branch. At one time the Montrose Branch extended another 36 miles south to Ouray, connecting en route at Ridgway with the narrow-gauge Rio Grande Southern. Today the existing UP trackage is called the North Fork Subdivision.

#### **FEC Industries appoints new officer**

ST. AUGUSTINE, Fla. - Florida East Coast Industries, Inc. parent of the 541-mile Florida East Coast Railway linking Jacksonville and Miami, announced yesterday the appointment of Daniel H. Popky as FECCI's executive vice president and chief financial officer, effective Feb. 18.

Popky's responsibilities will include assisting FECCI subsidiaries with development and execution of their ongoing operational and financial strategies. In addition, Popky will have responsibility for banking relationships, capital markets' activities, investor relations, treasury, accounting, financial controls, financial planning and analysis and information systems. He joins FECCI from Allied Holdings, Inc. where he served for more than nine years in various capacities, most recently as senior vice president and chief financial officer.

#### **Moffat Tunnel repairs to reroute California Zephyr, halt Ski Train**

DENVER, Colo. - Amtrak's California Zephyr, which operates between Chicago, Ill., and Emeryville, Calif., in the San Francisco Bay area, will return to its pre-1983 routing between Denver and Salt Lake City through Wyoming for a month or more this summer while the Moffat Tunnel is shut down for track repairs, according to a story in the *Denver Post*.

When the Denver & Rio Grande Western, a Union Pacific predecessor, operated its own Denver-Salt Lake *Rio Grande Zephyr*, Amtrak's train utilized Union Pacific tracks via several Wyoming points including Laramie, Rawlins, and Rock Springs. The Wyoming route is about 4 hours shorter than the *Zephyr's* current route through Moffat Tunnel and the Rocky Mountains, but is far less scenic.

The 76-year-old tunnel, which cuts through the Continental Divide at 9242 feet above sea level 50 miles west of Denver, hosts not only the *Zephyr*, Union Pacific coal and general freight trains, and Burlington Northern Santa Fe trackage-rights freights, it is also on the route of Denver's Ski Train to Winter Park, a ski resort owned by the City of Denver. This service operates on winter ski-season weekends and now also on summer Saturday excursions. The Ski Train, which hauls an estimated 6000 tourists in summer, according to Catherine Ross, executive director of the Winter Park Fraser Chamber of Commerce, will be canceled during the tunnel repairs.

During the detour period, whose exact dates have yet to be determined, the *California Zephyr* will miss key passenger stops including Winter Park-Fraser, Granby, Glenwood Springs, and Grand Junction, Colo. The California Zephyr is not expected to make passenger stops between Denver and Salt Lake on its Wyoming detour route, although Amtrak has not made any official announcement as to substitute service.

The 6.2-mile Moffat Tunnel, first envisioned by David Moffat Jr., president of the Denver & Salt Lake Railroad, was built to eliminate a tortuous climb over nearby Rollins Pass at 12,000 feet, and in doing so saved 27 miles. About 2500 people witnessed the tunnel's opening on Feb. 24, 1928. D&SL became part of the Denver & Rio Grande Western in the 1930's, and when the Dotsero Cutoff was opened in north central Colorado in 1934, the Moffat Tunnel line between Denver and Glenwood Springs saved 150 miles and at least 4 hours of travel time over the earlier D&RG route via Pueblo, Colo., Royal Gorge, and Tennessee Pass. A ride through the Moffat Tunnel on the California Zephyr takes about 11 minutes.

#### **UP coal train derailment forces California Zephyr to detour**

GLENWOOD SPRINGS, Colo. — A 105-car eastbound Union Pacific coal train, bound from a mine on the North Fork Branch near Grand Junction, Colo., to East St. Louis, Ill., derailed two mid-train Distributed Power Unit locomotives and 41 cars about 12:30 p.m. on February 15 at Grizzly, Colo., 4 miles east of Glenwood Springs on the main line between Denver and Salt Lake City, according to UP spokesman John Bromley. The derailed locomotives stayed upright and there were no injuries. Grizzly is 85 miles east of Grand Junction.

Amtrak trains 5 and 6, the *California Zephyr*, were terminated at Dotsero and Grand Junction and passengers bused between the two trains. The *California Zephyrs* in the area today and Tuesday will be rerouted around the derailment on UP through Wyoming. These four detours will serve as practice runs, if you will, for the upcoming summer weeks (exact dates to be determined) when the train will take the same route owing to trackwork closing Colorado's Moffat Tunnel. The detour, formerly that of Amtrak's *San Francisco Zephyr* before the Rio Grande Railroad joined Amtrak, is from Denver to Borie, Wyo. just west of Cheyenne, then through Rawlins, Rock Springs and Green River, Wyo., to Ogden and Salt Lake City, Utah. As of February 16, the Union Pacific had not estimated when the Glenwood Springs line would reopen.

#### **Retired railroad executive Jervis Langdon, Jr. dies**

ELMIRA, N.Y. - Jervis Langdon, Jr., retired railroad executive and a grandnephew of author Mark Twain, died February 16 at his home, according to a story in the Star Gazette of Elmira and released through the Associated Press. He was 99.

Born in Elmira in 1905, Langdon graduated from Cornell University. He served with the Army Air Corps during World War II, and was eventually promoted to the rank of colonel. Langdon was named president of the Baltimore & Ohio in 1961 and played a key role in its merger with the Chesapeake & Ohio three years later. In 1965, he became chairman and chief operating officer of the Chicago, Rock Island & Pacific. In 1970, Langdon was appointed a trustee of the failing Penn Central and later became its president. Langdon retired in 1976, but continued to work as a consultant for several railroad companies. In 1990, he was named to the Railroad Hall of Fame in Baltimore, Md. In 1982, Langdon donated Quarry Farm — the family retreat and sometime home — to Elmira College for use as a center for Mark Twain studies. Twain spent summers at the farm, where he wrote "The Adventures of Tom Sawyer," "The Adventures of Huckleberry Finn," and "A Connecticut Yankee in King Arthur's Court." Langdon is survived by his wife, Irene; three sons; and a daughter.

#### **B&O Museum to reopen in November**

BALTIMORE, Md. — The Baltimore & Ohio Railroad Museum will reopen Nov. 13, according to a story in the Baltimore Sun yesterday and confirmed by officials of the museum today. A Presidents Day weekend snowstorm a year ago in 2003 blanketed the Baltimore area, causing part of the museum roundhouse roof to start collapsing on Feb. 16, finally breaking into three separate sections until one large area was gone by the following day, falling in on the exhibits. "I don't think any of us will quite forget," Jim Brady, chairman of the museum's board of directors, said Tuesday. "It was quite amazing."

The circular roundhouse, a 45,000-square-foot national landmark, is being reconstructed to look the way it originally did, but with structural upgrades. A restoration shop is also being built so the museum can repair locomotives damaged by the roof's collapse. Wilson said the entire project will cost nearly \$30 million and that two-thirds will be paid by insurance. Twenty-two cars and locomotives and hundreds of pieces of railroiana and artifacts were damaged or destroyed. But because the roof fell overnight when no one was inside or nearby, no one was injured. An engineering report commissioned by the museum blamed the 120-year-old roundhouse's roof collapse on the structural design by famed Baltimore architect Ephraim Francis Baldwin. Baldwin's family and a historian countered, saying that he was unfairly being used as a scapegoat.

#### **Derelict Detroit depot may house new police headquarters**

DETROIT, Mich. — Mayor Kwame Kilpatrick announced Tuesday that he wants Detroit to buy the former Michigan Central station and turn it into the city's new police headquarters, according to a story in the Detroit Free Press. His honor still has to convince the City Council that the purchase makes sense, and he also has to find the money to pay for the project, which has been estimated to run in the tens of millions of dollars. If he succeeds, however, many local officials feel that one of the city's most blighted buildings would be restored.



Built in 1913 and closed in 1988, the depot, west of downtown by a mile, is a 550,000-square-foot structure, which includes the main waiting room with an office tower behind. For years it has stood as a symbol of Detroit's decline, with virtually every window broken and anything of value long since stripped out of it. Any renovation project would have to replace the building's entire heating, plumbing, and myriad mechanical systems. Aides to Grosse Pointe, Mich., businessman Manuel Moroun, who currently owns the depot, have projected an 18-month construction schedule, indicating that a renovated depot would be ready for Super Bowl XL slated for Feb. 5, 2006. A Super Bowl bash held in the ornate waiting room of a renovated depot, many feel, could serve as a powerful symbol of Detroit's comeback.

#### **Amtrak F40 becomes North Carolina museum piece**

WASHINGTON, D.C. — Amtrak has donated EMD F40PH locomotive 307 to North Carolina's Transportation Museum at Spencer. As part of the donation, CSX and Norfolk Southern moved the unit gratis from Amtrak's Beech Grove, Ind., maintenance facility to the museum's Back Shop Hall where plans include restoration and eventual display. While Amtrak no longer operates F40's in regular service, dozens of the 1970s and '80s model are still working for several commuter agencies, VIA Rail Canada, and a few tourist operations, including the Denver, Colo.-based Ski Train.

#### **Hugh W. Stephens, model railroad industry leader, dies**

CEDARBURG, Wis. - Hugh W. Stephens, 93, a prominent figure in the hobby industry and longtime executive secretary of the Model Railroad Industry Association, died Feb. 26, in Cedarburg, where he had lived for more than 50 years. Stephens had a full career, first in the fledgling airline industry in the 1930s and '40s and later in hobby publishing and model railroading. He served in the Army Air Corps's Air Transport Command during World War II, joined Kalmbach Publishing Co. in 1949, and eventually was named vice president of sales and marketing.

Stephens left Kalmbach in 1967 to enter the model railroad import business. He sold his second import company, AMRO, in 1975, and briefly retired before serving as executive secretary of MRIA for 12 years. In his later years he also served as an advertising consultant to Athearn, Inc. Among his survivors is his son, Michael, vice president of marketing at Kalmbach. No services were planned. Memorials can be made to Hargrave Military Academy in Chatham, Va., 24531, from which Stephens graduated as a cadet in 1930. The address: General Scholarship Endowment, Hargrave Military Academy, 200 Military Drive, Chatham, VA 24531.

### **PROGRAM MANIFESTS**

#### *UPCOMING CHAPTER PROGRAMS & EVENTS*

MARCH – MONDAY the 8<sup>TH</sup>, 7PM – Videotape on British & Scottish Railroads.

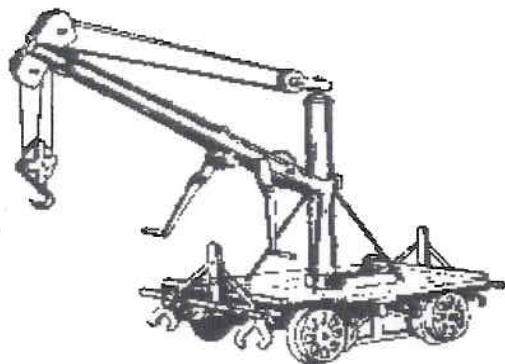
APRIL – MONDAY the 12<sup>TH</sup>, 7PM – To be announced.

#### *CURRENT & UPCOMING FLORIDA EAST COAST EVENTS*

MARCH – SATURDAY the 6<sup>TH</sup>, 9am - 2pm. Train & Toy Show, Azan Shrine Center, 1591 West Eau Gallie Blvd., Melbourne. Admission - \$4.00. Children under 10 free with parent. (321) 453-4125 or (321) 453-7031.

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**NEXT MEETING: Monday, March 8, 7:00 p.m.**  
Central Brevard Library & Reference Center  
308 Forrest Avenue, Cocoa (321) 633-1792  
PROGRAM: PROGRAM: Videotape on British &  
Scottish Railroads