

The *EAST COAST CHAMPION*

May 2002

PRESIDENT'S MEMO TO STOCKHOLDERS

Great news! Last month's program was so well received that we invited Don Marson back to provide us with another program. He agreed and will have a slide program on railroads from around the country. Don's program on Maine RR featured great slides and commentary. It is obvious he has been a railroader for many years and loves it. Don't miss!

The NRHS Sunshine Region Vice-President Jeanne Hickam has informed me that she plans to visit our chapter's May meeting. We look forward to meeting Ms. Hickam.

Reminder: The Brevard Zoo is looking for help in relocating the train tracks so the passengers can go to Africa. The work weekends are May 17-19 and May 24-26. Please see if you can help any one of these dates and come on out and join those of us who have already signed up. This is a good opportunity to help out the zoo, which is becoming a nice place to visit with its many varied exhibits.

We are going to have another special outing. Member Ron Halverstadt has invited us to come see the Walnut Valley (Garden) Railway at his house on Merritt Island. I personally have not seen it, but those that have, say it is quite impressive. I am looking forward to it. I am sure this will be a "don't miss event" – Saturday, June 15th at 10:00 a.m. to 12 noon, 1345 Mercury St., Merritt Island (see directions in the Program Manifest section of this issue.)

Again, thanks to Bob Sowden for the donation of books for a fund raising drawing. The books he has donated have been very nice and appreciated by the winners. It has also given our small treasury a nice boost. The book for May will be *Railroad Stations, Depots & Roundhouses* by Michael Golay. It documents depots and terminals, great and small, and highlights their architectural diversity and rare character with many photographs.

You will find in this issue an insert page with a current list of chapter members. Please remember to retain this list. On the reverse side of this list you will find a crossword "Steam" puzzle for your enjoyment. It is quite clever. This is reprinted from the Caldera, Alabama, Heart of Dixie Railroad Museum publication, "Cinders from the Smokestack." Their member Mark Walker developed the puzzle.

See you at the next meeting when we go traveling to see great shots of railroading around the USA.

Until the 13th,
Stop, Look, & Listen,
Chuck

MINUTES FROM THE APRIL MEETING

President Billings called the meeting to order at 7:02 PM on April 8, 2002. Don Marson and Chuck Mac Gregor were guests.

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

APPROVAL OF MINUTES – The minutes of the March meeting as published in the newsletter were approved without correction. The motion to approve was made by Dick Alkus and seconded by Bob Selle.

Bob Sowden again donated a book *All A-Board* to be raffled off. The winner of the raffle was Jim Sleeth.

OLD BUSINESS – The Brevard Zoo is relocating its railroad. Volunteers are being sought to lay track May 17 - 19 and May 24 - 26. A sign-up sheet was circulated. Members will also be at the May meeting.

President Billings critiqued the chapter field trip to the Central Florida Chapter's museum in Winter Garden which took place March 30.

NEW BUSINESS – The comment was made that the newsletter barely arrives in time for the meeting. A couple of members indicated that they would appreciate an earlier mailing.

REPORTS AND ANNOUNCEMENTS

Bonnie Morgan spoke about model railroad workshops that were held in Titusville. She indicated that the workshops that she attended were very well done. The workshops were accompanied by a trip to the NS automobile transfer facility at Tico Airport.

Tom Hammond's model railroad appeared on the Front Page of the *Star Advocate* newspaper. North Carolina Transportation Museum (Southern RR Spencer Shops) 15th annual Rail Days is April 27 & 28. This is one of the better museums in the south.

Hal Greenlee announced that the National Narrow Gauge Convention would be in Warwick Rhode Island. See Hal for details. Hal also brought a HO model of an Erie Triplex. Hal gave a brief presentation on the history of this unusual locomotive. Bob Sowden also had a HO 0-8-0 locomotive and coach of Russian prototype to display. Bob purchased the locomotive in the former USSR.

Harlan Hannah, Secretary

STACK TALK

by Neil Moran

First up to the Yukon and Alaska for an update on the steam situation at the White Pass & Yukon. As reported last month, Mikado #73 will indeed run this year on Saturdays from Skagway, Alaska up to Bennett Lake, British Columbia. Consol #40 has meanwhile been returned to the Colorado Railroad Museum in Golden, Col., to do pinch-hit duty for the moment, replacing D&RGW #346. Ultimately, #40 will be returned to the Georgetown Loop Railway in Colorado, which had leased the locomotive to the WP&Y. WP&Y has also purchased Consol #69 from the Nebraska Northern, this engine has been moved to Colorado for evaluation before #69 can be moved back to its original home in Alaska. WP&Y also has several engines stored at the north end of the Skagway shops, including Ten-Wheelers #60, #62, and #67; and Consol #61. Residing inside the shop itself are #73; and a 2-6-0, #52. The railroad plans to evaluate #52 to see if she can be restored to service.

Now let's take a look at steam action in Canada. I just got word that on February 21 Hudson #2816 left Calgary to return to Port Coquitlam, British Columbia; GP-38 #3084 provided assistance for the move. Plans were for service stops in Revelstoke the first evening, and at Kamloops the following evening, followed by the final leg into Port Coquitlam, where the engine will be stored for the moment. Plans are to make some minor adjustments to her boiler, and to perform backhead work in the cab. A schedule for this year's excursions is not yet available. But Canadian Pacific has big plans to show off #2816 this year, especially after investing in the two year project to rebuild her from the frame up. Publicity from her trip last September made the fires glow a lot brighter at CP headquarters in Calgary. What a good will ambassador she will make in the coming years, a truly magnificent steam engine!!

Moving eastward to Toronto, the Toronto Railway Historical Committee's plan for a railroad museum got a big boost recently when the Toronto City Council economic development committee approved a redevelopment deal that includes \$17.5 million for rehabilitating the John Street roundhouse. The city has also earmarked another \$2.7 million to establish a museum; another \$4.5 million is coming from other sources, for a grand total of \$7.2 million for the museum. Currently much of the roundhouse building is empty, although several stalls have been leased to a local brewery. The new museum plans to renovate the roundhouse, and install the turntable now stored on the site. Later, they will convert part of the roundhouse into a workshop for heavy equipment.

The biggest challenge facing the Toronto project is that the last rail connection from the site was severed years ago and the right of way sold for development. The prospects of restoring the track doesn't look good, so for now the

equipment will have to be trucked in. One of the group's major restoration plans is to restore former Canadian National U2 class 4-8-4 #6213. The Northern is in good shape, and for years has been carefully preserved by the Toronto Locomotive Preservation Society. By the way, CN refers to the 4-8-4 wheel configuration as the "Confederation" type, rather than the familiar "Northern" term in use in the United States. No. 6213 was one of 35 of these types built by Montreal Locomotive Works in 1942. In her "days in the sun" she shined the rails in Ontario and Québec. CN owned 160 of these 4-8-4s, which also worked into the United States on the Grand Trunk lines. The City of Toronto owns the engine, and has been supportive, praising the restoration efforts. Veteran steam fans might recall the twilight of steam in Canada in the 1960s, when sister engine #6167 ran fan trips until retirement in 1964; since 1973, #6167 has been at the Fort Erie Railroad Museum in Ontario. In additional work planned at the Toronto museum, the group's president reports that they plan to restore the turntable and move #6213 into a stall, and prepare additional spaces in the roundhouse for museum occupancy, including space for a restoration shop. It's expected that the space for #6213 will be ready by August. And the group has been working with the Bluewater NRHS Chapter in Michigan regarding leasing excursion train rolling stock. This would include several *Canadian Flyer* coaches, and a Grand Trunk diner, all in maple leaf schemes. If all this comes to fruition, the ugly question arises, where will the engine run? The Canadian National has said they will examine excursion proposals on their individual merits, provided proper liability insurance can be secured. Apparently CN is getting a little jealous over all the publicity CP is getting from #2816's runs last September. By helping to bring #6213 back to the rails, CN would steal back some of this thunder. In a year or two, steam fans may have the opportunity of riding behind or chasing both locomotives. But which to choose, especially if they're running at the same time?

We now journey back out to the "left coast," to sunny California. On March 30 the Northern California Railroad Club and Golden State Railroad Museum were to operate jointly their "steam special" from San Francisco to San Jose. This trip was to feature the return of ex-Southern Pacific #2472 as the power, the first time the Pacific was to run since 1996. This may have also been the only public steam excursion by #2472 this year, due to pending weekend closures of the CalTrain line and higher insurance costs. Plans were to use single-level CalTrain VRE cars as the rolling stock for the excursion, and to include several photo runbys. Let's hope everything went well with this trip!

One more California story comes from Eureka in the north, where the City of Eureka is conducting a feasibility study regarding developing a tourist railroad. This would be in conjunction with the proposed Redwood Empire Museum of Timber Technology; a grant is being sought for the museum project. According to Marcus Brown, president of the Northern Counties Logging Interpretive Association, the proposed Humboldt Bay Scenic Railroad would be a great place for a tourist operation in the heart of the redwood country. The proposed line would use Northwestern Pacific tracks from Eureka to Samoa, about 15 miles. Plans also include a 20- to 40-acre museum complex in an old railroad yard with turntable. Mr. Brown is also applying for additional grants to rebuild the railroad station as an intermodal transportation center, and for a possible trolley line running on First Street, near the waterfront. He is also looking to purchase a steam locomotive and rolling stock.

Let's take a big jump east to Minneapolis, Minnesota. Milwaukee Road 4-8-4 #261 will make her first outing this year, on May 18-19, a round trip between Minneapolis and Duluth over Burlington Northern Santa Fe (ex Great Northern) rails. This will be a fundraiser for the Lake Superior Museum of Transportation in Duluth. The Northern will be operated by the "Friends of the 261," will pull a 20-car train on the 160-mile excursion, according to "Friends" spokesman Steve Sandberg, who said, "We're shooting for a matched consist of *Hiawatha*-painted equipment." The train will depart Minneapolis at 9 a.m. on May 18, and arrive Duluth at 2 p.m. That evening, #261 will power a "first class" excursion over 25 miles of the North Shore Railroad. First class cars will include lounges, business cars, and diners, and the trip will feature a Milwaukee Skytop observation car, one of the most beautiful cars ever constructed. The return trip is scheduled to depart Duluth at 11 a.m. on May 19, and arrive Minneapolis at 4 p.m. Several photo runbys are planned, and (great news!) *no* diesel protection will run behind #261. Oh happy day! For ticket information, click on www.261.com.

With all this avalanche of good news I'm sending your way this month, here's some more. The old Baltimore & Ohio shops in Martinsburg, West Virginia have dodged another bullet. This 19th century shop complex is the only one of its kind left in North America. It includes a two story machine shop, a backshop, and a cast iron framed locomotive roundhouse designed by Albert Fink and built between 1866 and 1872. The complex remained a major facility until the turn of the 20th century. After many years of decline, especially after the B&O-C&O merger, city fathers

wondered what to do with 80,000 square feet of old railroad property. Since Martinsburg is at the western end of the Washington metropolitan area, and is the terminus for MARC commuter train service into the capital, it was thought that MARC would want it. Wrong!! Fortunately, thanks to an authority hired by a planning consultant, the shops have been saved. Federal money, state grants, and other special appropriations totaling \$3 million have saved the site. Roof trusses will cost \$500,000, and roofing for two other buildings will cost an additional one million dollars. Replacing bricks, repointing ten thousand square feet of wall, and new windows and doors will run another million. Work has already begun, and slowly the historic buildings are beginning to look like their old selves. This will remain a place where people can come and see how it once was in the glory days of railroading.

At Spencer, North Carolina, on April 27-28 the North Carolina Transportation Museum will celebrate its 15th Annual Rail Days. In operation should be former Buffalo Creek & Gauley 2-8-0 #604, altered to resemble a Southern Railway Consolidation. Both passenger and freight runs will operate. Special displays, blacksmithing, track laying and crane operations round out what sounds like an interesting two-day event.

In West Virginia, the Cass Scenic Railroad is planning not one but three Railfan Weekends this year. As the old saying goes, "You pays your money and you takes your choice." On May 3-5, Chesapeake & Allegheny Steam Preservation Society (CALS) will sponsor its 24th Steam Railroad Weekend, featuring double-headed Shays, a Shay race (whizzing along at 10 mph), trips to Bald Knob and Big Cut, and tons of runbys; the event is limited to 60 people. For information, visit www.calslivesteam.org, or write Paul Pederson, 19804 Spurrier Ave., Poolseville, MD 20837-2015. If you can't make this event, on May 10-12 there will be a chartered log train, with multiple runbys, using several Shays lettered "Mower Lumber Company." A three-train race and endless photo opportunities complete this weekend; for information call Carl Franz at 301-942-6197. Finally, on May 17-19, the Mountain State Railroad & Logging Historical Association will sponsor its "Titans of the Mountains" weekend. Here we'll see a Shay-powered log train with many photo runbys, night photo session, and tours of the shops and the town. For information, visit www.msrlha.org, or write RFW, 6304 Kaybro Street, Laurel, MD 20707; phone 866-795-2607. Certainly one of these three weekends will be to your liking!

I hate to close this exceptional column with all its good news, but close it I must. Thanks to my colleagues who took the time to contact me with all the great news you just read about: John Biehn (Dayton RR Society); Lee Beaujon (Railroad Enthusiasts – New York); Steve Barry (*Railfan & Railroad Magazine*); and Bruce Russell and John Bobsin (NRHS – New York Chapter); I remain your most obedient servant in steam, UNTIL OUR TRACKS CROSS AGAIN.

Interesting Rail News

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

Some diesel spotters misidentify locomotives in GE commercial

If you've been watching that General Electric commercial that highlights the company's past and present, and thought that the locomotives looked suspiciously like Electro-Motive products, think again. The "Then and Now" commercial features, for a split second, a consist of yellow locomotives that charge toward the viewer. Many observers – some of whom have e-mailed *TRAINS* – have said the lead locomotive appears to be either an EMD SD50 or SD60.

Not so, GE says. "I can't identify what model it is. But they're definitely GE locomotives," says GE spokesman Jeffrey DeMarrais. GE's longtime ad agency, BBDO New York, cobbled together the commercial using file footage from previous GE ads, DeMarrais said. The locomotives – which are a fleeting, fast-moving image – are computer enhanced for this commercial, he said. BBDO was able to zero in on the builder's plate of the locomotive, DeMarrais said, and it clearly read "GE."

Auto Train probe focus shifts to role of heat and trackwork

The National Transportation Safety Board now says that heat and recent trackwork – not drainage problems – may have led to last week's derailment of the Auto Train in Crescent City, Fla., *The Washington Post* reported. Citing sources close to the investigation, *The Post* said that the investigation is now focusing on the possibility that a sun kink caused the derailment, which killed four passengers and injured more than 150 passengers and crew. The Auto Train engineer said the track at the derailment site was misaligned by about 10 inches. Initially, the possibility of a sun kink – caused when continuous welded rail expands – was downplayed because the high temperature that day

was only 81 degrees, well below temperatures usually associated with heat-related track problems. But the rail temperature may have been far higher, the NTSB now believes, and recent trackwork performed near the derailment site may have made the rail more susceptible to kinking. Investigators want to determine whether CSX maintenance employees took proper precautions to prevent improper heating of the rail, The Post reported.

The NTSB now says the soil around the derailment site was dry at the time of the wreck, and apparently played no role in the shift of the track. Investigators are still looking at other factors that may have contributed to the derailment, however, including what effect the passage of a southward coal train minutes before the derailment may have had on the track. CSX inspected the track in the hours before the derailment, and no problems were found, the railroad has said.

Florida station plans on hold until Amtrak's future becomes clear

In light of the uncertainty facing Amtrak, Florida transportation officials are delaying funding earmarked for stations and other improvements that would enable passenger service to begin on a routing via the Florida East Coast Railway. "We want to make sure Amtrak is going to continue service before we spend our money," Nazih Haddad, state Department of Transportation passenger rail development manager, told the Daytona News-Journal.

Eight cities along the route from Jacksonville to West Palm Beach are slated to receive funding for station work. But that money has been put on hold until Congress decides how much money Amtrak will receive in the fiscal year that begins October 1. Florida officials still hope the service, which would link Jacksonville and Miami via FEC for the first time since 1968, can be launched sometime next year.

Auto Train wreck puts spotlight on passenger car shortage

With its out-of-service numbers rising and wreck-damaged cars languishing at the Beech Grove shop complex – sometimes for years – Amtrak's car supply margin has been eroding steadily. Before the wreck, changes were already on tap for the consist of several long-distance trains. Now the Auto Train derailment has put Amtrak in a bigger bind. When the Auto Train's borrowed *Superliners* return West for the summer season, it will use *Superliner* equipment bumped from the *Cardinal* and *Kentucky Cardinal*. Here's a scorecard:

On May 5 one *Viewliner* sleeper, one dorm, and one diner will come off of the four sets of *Silver Palm* equipment. The *Viewliners* and two diners and two dorms will then go to the Chicago-Washington *Cardinal*, making that a single-level train with coaches bumped from the *International*. The Chicago-Louisville, Ky., *Kentucky Cardinal* also will become a single-level train. The *International*, in turn, will receive Northeast Corridor Amfleet equipment made available by another *Acela* Express frequency.

The *Cardinal's* two Sightseer lounges, diners, and sleeper will go to the Auto Train. The dorms will go to two other equipment sets that had been using Super Sleepers as dorms. That gives Auto Train four standard *Superliner* sleepers, replacing what it lost in the Thursday wreck, and one protect deluxe sleeper, leaving the train one deluxe sleeper short.

Why won't Amtrak just repair the cars damaged at Crescent City? The kind of damage cars suffer in wrecks has been so expensive to fix that Amtrak has allowed more than 40 damaged *Superliners* – some from as far back as the 1995 *Sunset Limited* accident near Phoenix – to sit at its Beech Grove Maintenance Facility near Indianapolis, rather than incur the cost of repairing them. All are first generation *Superliner Is* of unit design dating from 1978-1981, the last intercity passenger cars Pullman-Standard ever built. Some are a lost cause, and will have to be cannibalized for parts and scrapped because of fire damage or bent frames.

Up until the Auto Train tragedy, all *Superliner IIs*, assembled by Bombardier between 1994 and 1996, had been involved in only minor scrapes and had been returned to active duty. This is in part because their modular construction made replacement of individual parts easier. Between these cars and the serviceable *Superliner Is*, the company barely had enough equipment to operate its daily schedule, although revenue and ridership was limited by not having enough capacity to meet demand, especially in sleepers. Though unwilling to divert funds to overhauls

because such a move would have short-circuited the self-sufficiency deadline mandated by Congress, Amtrak management did ask for \$17 million after the September 11 terrorist attacks to repair 32 cars and seven locomotives.

No extra money was appropriated, in part because Amtrak critics such as Rep. John Mica, a Republican representing the district in which Auto Train's Florida terminal is located, were steadfast in their belief that the company was simply trying to climb on the gravy train at a time of national crisis. But after the accident, Mica told *The New York Times* that, "In the past five or six years, I worked with Auto Train to put new equipment in place, so most of the rolling stock, to my knowledge, is state-of-the-art equipment. We replaced sleeping, coach and dining cars and recently refurbished the car-carrying equipment."

In fact, Auto Train became a mostly *Superliner II* train by 1996 thanks to an initiative started in the early 1990s during the administration of the late Amtrak president W. Graham Claytor, Jr. Each of the two trains making a daily round trip features three all deluxe-bedroom sleeping cars built specially for the service; five standard *Superliner II* sleepers; four coaches; two dining cars; a sightseer lounge; and a first-class lounge converted from a diner.

The auto racks may have been repainted, but they are the original cars pressed into service back in 1983 when Amtrak first re-established the train after private operator Eugene K. Garfield went bankrupt running it in the 1970s. Replacing the aging enclosed auto cars had been on the pre-George Warrington "wish list" for a decade. The plan was to buy enough extra cars in order to institute a West Coast Auto Train service on the rear of the Los Angeles-Seattle *Coast Starlight*.

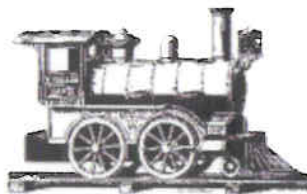
Now, with 14 *Superliner II*s added to the "scrap or repair" list – and 16.6 percent of its *Superliner* fleet out of service for regular repairs – Amtrak's long-distance trains are all one major accident away from annulments. And the national network's revenue and ridership capacity has been diminished at a time when demand has had the trains bulging. – Bob Johnston

KCS moves into new, railroad-rich headquarters building

Kansas City Southern moved into its new corporate headquarters building. The new building, located in the Quality Hill section of downtown Kansas City, Mo., incorporates many historic features of railroad architecture, including Palladian windows on the first and second floors, a clock tower, copper roof, and a brick-and-limestone exterior. It also contains KCS artifacts and other railroading flourishes, such as a bronze chandelier that is a smaller scale replica of those hanging in Kansas City's Union Station. The headquarters even boasts a train shed to house the 1928 Pullman-built office car Harry S Truman. The president and first lady used the car to travel from Kansas City to New Orleans. KCS will use it for meetings and entertaining. KCS has a 17-year lease on the building. The project, including land acquisition, cost \$42.9 million.

***Silver Palm* gains Business Class, but may lose sleeper**

Amtrak added a Business Class car to the New York-Miami *Silver Palm*, but is considering dropping the train's sleeping car effective with the April 29 schedule change. The Business Class service uses a 59-seat *Amfleet II* car with in-seat audio and video entertainment. The fare includes free soft drinks, newspapers, and priority boarding. The National Association of Railroad Passengers says it has urged Amtrak to retain the sleeper, as well as dining car service, which may also be dropped with the sleeper service.



<http://www.ribbonrail.com/art/oldsteam/stengine.gif>

Status of Revised and enlarged *Speedway to Sunshine*

from our friend Down South, Seth Bramson

It is with some concern that I advise you that "Boston Mills Press as part of Stoddart Publishing and General Distribution is going through a complex bank reorganization" (or words close to that effect). During this time, the message continues, only a handful of books will be approved for publication. "Due to the large number of orders," I am advised, "yours is one of the few that will be printed. I will let you know the schedule in the next few days, probably by May 10th." Myrna joins me in thanking all of you for your interest and support. It is because of that that I feel you are entitled to be kept updated, and I will continue to let you know the progress. We are not out of the woods yet, but it appears that, indeed, the long awaited tome will be reality, even with the delays due to whatever problems are affecting Stoddart Publishing.

PROGRAM MANIFESTS

UPCOMING CHAPTER PROGRAMS

MAY – MONDAY the 13TH, 7PM. Don Marson, great photographer, narrator and railroad professional, will show slides of railroading from around the USA. Don Marson may be leaving the area soon to continue his life-long career in railroading, Up North.

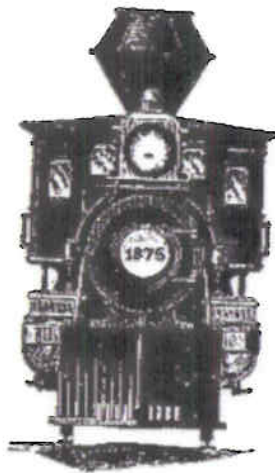
JUNE – MONDAY the 10TH, 7PM. Dick Alkus will show the video *Steam Giants*. Certainly Dick will share some narration with us for his memories of such Giants.

JUNE – SATURDAY the 15TH, 10 a.m. to Noon. See the Walnut Valley Garden Railway at member Ron Halverstadt's home, 1345 Mercury St, Merritt Island. Ron lives in the Diana Shores subdivision which is behind the North Courtenay Pkwy. shopping center that has a Winn Dixie and a Walgreens in it. Turn off of Courtenay onto Artemis Blvd. (between the funeral home and Fidelity Bank) and go to Mercury St where you turn right and look for 1345.

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

CURRENT AND UPCOMING FLORIDA EAST COAST EVENTS

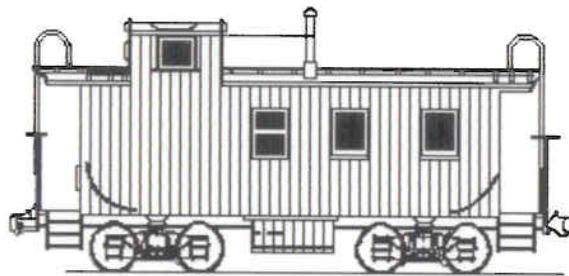
JUNE – SATURDAY the 1ST, Train & Toy Show, Eau Gallie Civic Center, 1551 Highland Ave, Melbourne. 9am - 2pm. Admission - \$3.00. Children under 10 free with parent. (321) 453-4125.



<http://www.ribbonrail.com/art/oldsteam/1875frnt.gif>

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http://www.ribbonrail.com/art/images/wood_cab.gif

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NEXT MEETING: Monday, May 13, 2002, 7:00 PM
Central Brevard Library & Reference Center
308 Forrest Avenue, Cocoa (321) 633-1792
PROGRAM: Railroading slides from around the
USA: Encore presentation by Don Marson