

The *EAST COAST CHAMPION*

May 2003

PRESIDENT'S MEMO TO STOCKHOLDERS

I hope that the members of the club (& others) saw the program recommended to me by Alfred Runte appearing on the History channel May 3. I've known Dr. Runte since I worked in Binghamton on the DL&W side of the EL in the 1960s. At that time, he was an undergraduate at the State University of New York there and I was attending on the GI Bill days while running a switch engine nights. I took Al on a few cab rides and got him interested in railroad history & he in turn showed me how much work goes into being a GOOD historian. I decided to stick with the railroad. When he took his doctorate, he selected as a thesis the relation of the American railroad companies to the great national parks, i. e., Santa Fe and the Grand Canyon; Great Northern and Glacier National Park, and the Milwaukee and Yellowstone. Al later wrote a book, *Trains of Discovery* which covered this at length and has some great illustrations too. The book is sold (among other places) in the Smithsonian in Washington, DC.

Regards,
Walter E. Smith

MINUTES OF THE APRIL 2003 MEETING

Chapter President Walt Smith called the meeting to order at 7:10 PM on April 14, 2003. Members introduced their guests. The guests were Bob Groseclose, Bob Lewis, and Edward Anthony.

Walt Smith commented on Bob Lewis's long distinguished career. Bob recounted his experience organizing the very first NRHS excursion in Pennsylvania during the depression.

TREASURER'S REPORT – Bob Selle gave the Treasurer's report. Walt Smith moved to approve the report. Jim Gillin seconded the motion which passed.

APPROVAL OF MINUTES – George Gillette noted that there was no mention of the program that he presented. The program was videos and commentary by George of loco 614's visit to the port Jervis NY. Chuck Billings moved to approve the amended minutes. Second was by Jerry Sheehan. Minutes were approved.

OLD BUSINESS – None

NEW BUSINESS –

- Tom Hammond announced schedule of national Board of Director Meetings. They are as follows:
 - Baltimore Md. June 30 – July 6 (National Convention)
 - Ronkonoma (Long Island) NY Oct 17 – 20
 - Altoona PA Spring 2004
 - Minneapolis MN Jun 30 – July 4 2004 (National Convention)
 - Utica NY Fall 2004
 - Portland OR Summer (National Convention)

REPORTS AND ANNOUNCEMENTS –

- Bob Selle: Obituaries for Tom Duffy and Arthur Lackner appeared in the *Florida Today*. Lee Oates is collecting information on FEC freight and passenger equipment to be published in a book.
- Harlan Hannah: A new book has been published concerning the building of the FEC Key West extension. The book is titled *Florida's Great Ocean Railway* by Dan Gallagher and is available at Barnes & Noble. There is also a new video *New Power on FEC, the SD40-2 Engines 701-710* by Randy Sounds. At the end of the video is short recently filmed footage of an E unit in Red/Yellow colors and an F unit in Purple/Gray ACL colors. Bob Selle indicated that these belong to Bill Volkmer and are going to the Gold Coast Museum.

BOOK RAFFLE – *The Men Who Built the Railroads* by Aaron Klein was raffled off. Harlan Hannah won the raffle again.

The Program followed.

Chapter Member Gets Up Full Head of Steam

The Boston Marathon, 26.2 miles, was run just a few weeks ago, and participating in it was chapter member Bill McCord. Bill, age 40, was one of 17,567 runners who started the marathon, and he finished number 432nd in 2 hours, 56 minutes and 30 seconds. This placed Bill in the top 2.5% of the runners who started the race.

To put this in perspective, Bill ran the 26.2 miles in less time than most of us spend on a Monday meeting night driving to the meeting, two hours at the meeting, and then driving home.

Congratulations to Bill. Obviously, he was running with the throttle wide open!

STACK TALK

by Neil Moran

Not too much news to report from our neighbors in Canada this month. There was some talk that after the CP Hudson got back from its tour across Canada to Toronto and return, CP might let it power some excursions with a real train around Calgary. However, as I learned in a recent phone call to the Office of Tourism in Calgary, this will not happen this year. The tour company that operates these four-day trips will again have the F-units powering this exclusive “Royal” train.

From the Apple State of Washington comes this news. The Chelatchie Prairie Railroad Association has acquired two locomotives from two organizations. First, to be restored is former Crossett Western Company #16, a 70-ton 2-8-2T built in 1929 by Alco. The Mike has certainly made the rounds. She was sold to the Hammond Lumber Company in 1943, then to the Georgia-Pacific in 1956. It was retired by Georgia-Pacific in the 1960s, and placed on display at Samoa, California. By the 1970s it had deteriorated badly. Peter Replinger came to the rescue and moved it to the Simpson Timber Company roundhouse in Shelton, California. The engine was fully restored to operating condition as Peninsular Railway #16. During the past two decades the locomotive has run several times during Shelton’s Logger Festival. Her last trip was back in 1997. It is still in good shape and easily restorable. The Mikado must be rebuilt in order to receive a new Form 4, and full restoration should be accomplished sometime next year.

The other locomotive acquired by BYCX is another Alco 2-8-2T, #803. She originally ran on the Long-Bell Lumber Company, then moved to the Longview, Portland & Northern. Four years younger than #16, #803 is just about the same as #16 in design and appearance. This engine was bought by the Puget Sound Railroad Historical Society for preservation in 1962. Stored at Shelton since 1970, Mr. Replinger purchased her in 1978 to provide parts for #16. Now pretty much stripped down, there is hope this Mike may steam again. Last year #803 was purchased by Will Pickering and Luke Johnson. They intend to fabricate the missing parts and restore it within five years. Both 2-8-2Ts were shipped to Chelatchie Prairie last January on various railroads. Presently the Chelatchie Prairie Railroad is operating with diesels, but that will gladly change when the #16 is fully restored.

This good news is followed by some exceptional news with an announcement that the Cañon City & Royal Gorge Scenic Railway has acquired ex-Lake Superior & Ishpeming 2-8-0 #19 from the Grand Canyon Railway. The Consol was built in 1910 by the Alco Company for the LS&I Railroad. After a long stint on that railroad, she was moved in the 1960s to the Marquette & Huron Mountain, performing tourist service. Back in 1989 it was included in a package deal with the Grand Canyon Railroad, but unfortunately never turned a wheel there. After sitting on display at Williams, Arizona for many years, she was cosmetically restored and shipped off for display in front of the MGM Grand Casino in Las Vegas. Alas, she was removed from display in 2002 and trucked to Cañon City, Colorado, where it will be fully restored to service pulling tourists on the Royal Gorge Route. There has been no date as to when steam service will begin, but when it does this will be a mecca for steam fans.

Let the good times continue to flow! The same operator as last year, Preservation Corporation, will again operate the Cumbres & Toltec Scenic. Due to many delays in getting the monies to run this year until very recently, the group is scrambling to get everything ready by the season opening on the Memorial Day weekend. Terri Shaw, retiring president, claims the engines need repair. No. 487 needs running gear work, which is being

done. The #484 and #488 are having boiler repairs, unfortunately time has elapsed on #464, #489, and #497 boilers. However the C&T can survive this season with three Mikes, if they're maintained. Since Ms. Terri Shaw is stepping down a new mode for a contractual relationship is now in progress for the former Rio Grande Railway Preservation Corporation. When work stopped last October 31 when RGRPC's lease ran out they literally lost the property. This was because the group had lost its ability to meet its contract obligations, mostly due to revenues lost when the US Forest Service and the FRA shut the railroad down in May, June, and July. The Commission itself retained former RGRPC employees to do locomotive and car repairs on a temporary basis. Reviewing proposals from four private operators, the Commission cancelled the request from these four operators and turned back to the RGRPC. Something they should have done initially. Negotiations have come to a satisfactory agreement and progress is being made as quickly as possible to restore the railroad to operation. A new President has been appointed to succeed Terri Shaw, he's Brian Shoup, and has 22 years of experience as chief executive on several nonprofit corporations. Definitely a good move. He hopes to get ridership up to the 60,000s. A must if the C&T is to succeed.

Things are not so desperate for the Durango & Silverton Railroad. As you remember they were not shut down for a long period of time due to the threat of forest fires. So things will be "as normal" for the coming season. The D&SNGRR has officially announced that the #473 will get the "Bumble Bee" paint scheme for its annual Railfest in late August. As you might remember this was in my column back in February. The engine will continue to remain in this bright color scheme until the railroad's Photographers' Special the coming September. Last year the D&S painted K3C class 2-8-2 #482 with a dark green boiler jacket that was the railroad's standard freight power in the early 20th century.

Moving back to the Land of Milk and Honey, sunny California, except when they have steam excursions running, the McCloud Railroad is having a charter excursion on May 10-11. This will be a two-day charter excursion over the backwoods in Northern California in the shadows of famed Mt. Shasta. During the two-day event many run-bys and photo stops are planned; with #18 a 2-8-2 Baldwin built in 1915. This Mike has returned to service after a long absence. However the railroad's #25 will not be operable at this time. Nonetheless the McCloud Railroad is determined to give you a good show. No. 18 will power a train up a 4% grade to a switchback between McCloud and Shasta City with plenty of photo run-bys. After returning to Shasta City and lunch, #18 then heads over to Burney with tons of photo stops. You overnight here. The next day the Mikado will head back to McCloud with a 61-mile romp with Mt. Shasta looking down at you. This trip also runs over four summits and along Lake Britton. Here's a splendid opportunity to see northern California and Mt. Shasta all under a rain of steam and cinders. For further information call 1-800-359-4870 USA, or 1-800-752-1836 Canada.

We head east and stop in the land of dairy products. Talks are under way to move two locomotives from the defunct Kettle Moraine Railroad of North Lake, Wisconsin, to the National Railroad Museum at Green Bay. There, the locomotives would be used on the Museum's short track for weekend rides during the summer. Presently Craig Mountain Lumber Company a two truck Heisler #3 built in 1917 is currently operable, while ex-McCloud River 2-6-2 #9 a Baldwin 1921 needs major boiler and firebox repairs. The last time either engine ran was back in October 2001, the swan song for the Kettle Moraine. It is hoped that #9 can be rebuilt in time for the 2004 season. On the other hand Heisler #3 needs only to pass the Wisconsin boiler inspection to be certified. In addition the museum will acquire two former Lackawanna steel coaches. The coaches are presently painted in C&NW colors, and are reported to be in good condition. If all goes as planned, the National Railroad Museum could have steam running as early as this summer.

In related news, another steam locomotive stored at the Kettle Moraine has found a new home. Former Warren & Ouachita Valley 4-6-0 #1 has been bought by Hoffman Construction of Black River Falls, Wisconsin, and will be placed alongside ex-Louisville & Nashville business car outside its new headquarters. Some of you may remember this high stepping Ten-Wheeler when it ran on the Mid-Continent Railroad up until the 1980s. It was pulled from service when a complete overhaul was necessary. When the #1 was moved back to the Kettle Moraine ten years ago it was thought they might restore her. But the railroad came upon hard times and that thought was scrapped. Alas, poor Kettle Moraine, we knew you well!!

Our next stop is up at Steamtown and the restoring of ex-Boston & Maine Pacific #3713. I guess we can talk about this engine till the cows come home but work is really moving along. Several years ago the Lackawanna & Wyoming Valley Railway Historical Society hired a contractor to begin restoring the locomotive. The contractor has performed over 3900 hours. Funding has reached over \$234,000 to date. So far removal of parts from the inside of the boiler consist of superheater tubes and flues; work now consists of removing rigid and flexible staybolts, caps, and sleeves. The project has now moved to the restoration of the Pacific from inside out. As funds become available they hope to complete the restoration of the boiler with all staybolts replaced and flues and tubes replaced. The Society has received a Transportation Enhancement Act, TEA 2100 grant of

\$200,000. Current estimates place the total cost of the project will exceed \$540,000. Work that remains after the boiler is completed includes the brake system, the running gear, and the tender. The group believes that they will be able to complete this project within the next three years, providing the funds are available. Please contact the Society at Locomotive Restoration Fund, L&WVRHS Inc., POB 3452, Scranton, PA 18505-0452.

Finally, despite the recent setback at the B&O Railroad Museum, they anticipated around 350,000 people attending the "Fair of the Iron Horse." The Fair was originally set for June 28 through July 6. This was changed to alleviate the stress of a lengthy event for festival exhibitors, Class I railroads, volunteers, and museum personnel. Back in January several historic locomotives had been sent to Strasburg Railroad shops for restoration. They included Peter Cooper's *Tom Thumb*, along with Norris built *Lafayette*. These restorations were made possible by grants from the NRHS, Bank of America, and a legacy left by a museum volunteer. Also, the Museum's pride and joy, B&O 4-4-0 #25, was removed from the historic roundhouse for its annual FRA Form 4 inspection. Built in 1856, she's America's oldest operating engine, called the *William Mason*. On February 29 the Museum made a very painful decision to cancel the Fair of the Iron Horse 175. However the simultaneous convention of the NRHS and R&LHS will take place from June 28 to July 3. The B&O Museum has set up a fundraising and volunteer program to assist for the collapsed portion of the building.

From what I hear, both groups are trying to set up trips on the Wilmington & Western Railroad, and even as far away as the Cass Scenic. However at this writing in early March, this is pure speculation.

When steam trains ruled the roost in the halcyon days of the 30s and 40s there was a man who loved to ride and take pictures of trains in those days. His name is etched in the history of the railroads. I refer to the one and only Lucius Beebe. In a letter to the editor of *Trains* magazine, he decried the dieselization of the railroads. To quote him, "I no longer walk forward at depots, there's simply nothing to see at the head end. I no longer snap cinders from my window because now I'm hermetically sealed in. The charm is gone." Lucius went on to foresee the demise of *Trains* magazine. "Either in a few years you will become altogether an antiquarian publication or you will have to fold. Nobody is going to pay money for an absolutely identical halftone on every page of every issue, devoid of any character whatsoever. Four that's all you have with a diesel." Further, he foresaw the demise of the railfan. "In 10 years there won't be such a thing as a railroad photographer alive outside the old codger's home." Unfortunately Mr. Beebe could not foresee the injustice the insurance companies are heaping upon us now. There is steam out there, but not much. Mr. Beebe would indeed fire off a letter starting like this, "Dear Mr. President of Mutual of Omaha etc. etc.!!" Diesel fans will liken to this too.

Special thanks to the following for making this month's news: John Biehn and Don Clark (Dayton RR Society), Steve Barry (*Railfan and Railroad Magazine*), Peter Conovich (NRHS -- NY), and yours truly. I remain your humble servant in steam,

UNTIL OUR TRACKS CROSS AGAIN.

INTERESTING RAIL NEWS IN APRIL

from trains.com "NewsWire" (www.trains.com)

Cumbres & Toltec Scenic to start season June 14

CHAMA, N.M. – The 2003 operating season for the Cumbres & Toltec Scenic Railroad will begin on Saturday, June 14, and will continue through mid-October. On Saturdays and Tuesdays, one train will depart Chama at 10 a.m. and run the length of the 64-mile to Antonito, Colo. On Sundays and Wednesdays, one train will depart from Antonito and head back to Chama. No trains are planned for Monday, Thursday, and Friday.

Engineer halts his train to save child playing on the tracks

CHICAGO, Ill. - A Metra engineer, thinking he saw a small dog between the rails ahead of him yesterday, slowed his southbound Rock Island line train down and tooted the horn hoping the mutt would get off the tracks was startled to realize it was in fact a two-year child.

Engineer David Thews quickly stopped the train, walked over to the toddler and put his arms out and gave him a big hug to make sure he securely had him. Thews and the train's conductor didn't see the boy's parents anywhere so they took him onboard, radioed ahead and deposited him at the next station and into the waiting arms of authorities. The two-year-old was later reunited with his parents.

Union Pacific to test GE's 'Evolution Series' locomotives over the Blues

OMAHA, Neb. - Union Pacific will test five prototype General Electric "Evolution Series" locomotives over the next 18 months between Portland, Ore., and Pocatello, Idaho, along its high-speed Portland Subdivision and over the steep grades of Oregon's Blue Mountains.

The Evolution Series features a 12-cylinder diesel engine that produces 4,400 horsepower, the same as existing 16-cylinder engines on GE's Dash 9-44CW locomotives. However, the new locomotives are expected to significantly reduce atmospheric emissions. The Evolution Series is intended to satisfy U.S. Environmental Protection Agency Tier 2 emission regulations that become effective on Jan. 1, 2005. "We're hopeful that these GE locomotives will be successful in reducing emissions, while providing the performance we need to operate our trains efficiently," said Mike Iden, UP general director car and locomotive engineering.

Saluda not on Norfolk Southern's abandonment list

SALUDA, N.C. - Norfolk Southern has no plans to abandon Saluda Grade, a company spokesperson says, but has isolated the line so that it will no longer have to perform Federal Railway Administration-mandated inspections. On March 27, NS took out of service a section between milepost W-26 and milepost W-45. Earthen mounds were created just east of milepost W-26 and just west of milepost W-45. The town of Saluda is at milepost W-32.

Norfolk Southern halted regular freight traffic last year over Saluda Grade, but said it would maintain the line for potential future use. Placing the line into isolation means NS can turn off 22 grade crossing signals, NS spokeswoman Susan Bland told the *Charlotte Observer*. "The Saluda line is of strategic importance, and we want to keep it for potential future business," she said. "We don't want to give up the line, but there are a number of maintenance jobs and inspections that we won't have to do if we do this."

The famed grade is part of the former Southern Railway between Spartanburg, S.C., and Asheville, N.C. The grade itself encompasses three miles between Saluda and Melrose, N.C. (milepost W-35). The vertical difference, however, is 600-plus feet, and at one point Saluda reaches a 5.03 percent adverse gradient, making it the steepest mainline grade in the U.S.

Boy, would Amtrak like to hear this

MOSCOW, Russia - Twenty-eight trains a day are expected to be scheduled between Moscow and St. Petersburg to celebrate the latter's 300th anniversary and that the number of passengers traveling between the two cities will be at 18,000 per day. To accommodate this, the Russian Railways Ministry is altering the routes of goods and container trains to other routes in order to leave the main line free for passenger trains. Normal passenger service on the line is 13 trains a day.

Amtrak will curtail *Kentucky Cardinal* after July 4

WASHINGTON, D.C. - Amtrak says July 4 will be the last run for the *Kentucky Cardinal* between Louisville, Ky., and Indianapolis, Ind. Trains 850 and 851 will continue to run between Chicago and Indianapolis once a day in each direction. Slow speeds due to poorly maintained track and a late-night schedule between Louisville and Indianapolis have hampered ridership since the service was inaugurated in 1999. From October through February, 6,624 passengers rode the *Kentucky Cardinal*, an average of about 45 passengers per day.

Train 851 is slated to depart Louisville at 2120 and arrive in Indianapolis at 0230. That's nearly five hours to cover 120 miles, with only one station stop - Jeffersonville, Ind. - in between. Travelers continuing to Chicago have a two-hour layover at Union Station in Indianapolis and don't arrive at Union Station in Chicago until 0900.

Train 850 leaves Chicago at 2015, arrives Indianapolis at 0205, departs 0245, and arrives Louisville at 0750. That's 11 hours, 25 minutes to cover 312 miles. Louisville and Indiana Railroad, which owns the tracks on which the *Kentucky Cardinal* operates, says it never received the financial assistance needed to upgrade the line it acquired from Conrail in 1994. Amtrak has decided to cease hauling express freight behind the *Kentucky Cardinal*, ending any justification for its existence. However, a task force of advocates is forming to save the service to Louisville, which renovated its Union Station in 2001 at a cost of \$370,000.

Double-track program could solve Tri-Rail trouble

MIAMI, Fla. – Tri-Rail's popular P603 train, heading south from Mangonia Park to Miami on weekday mornings, often was stabbed by northbound Amtrak and CSX trains on the single-track main line between the two cities. That frustration for Tri-Rail and commuters alike will change, however, due to a 6.9-mile stretch of double track from North Miami Beach to Opa-locka that opened Thursday.

In addition to the second track, the \$40 million project includes two new stations at Opa-locka and Golden Glades, improvements at six grade crossings and two new bridges over Biscayne Canal and Snake Creek. Another stretch of double track in south Palm Beach County should open in about four months, alleviating a second area of congestion. That job is part of a \$456 million effort to double-track 44 miles. Officials say the second set of tracks is key to boosting ridership, improving on-time performance and running trains every 20 minutes at rush hour.

In the last two months, ridership has jumped, while the commuter train's on-time performance hasn't fared as well. Only 65 percent of the trains ran as scheduled between stations in February. It was the second straight month that the measure of the train's punctuality between stations fell below 70 percent. The railroad's on-time performance from one end of the line to the other was 87 percent in January and 80 percent in February.

CSX to implement remotes at Northside Yard

JACKSONVILLE, Fla. – CSX is planning to use remote-controlled locomotives between the railroad's Northside Yard adjacent to the Anheuser-Busch plant and Blount Island. The Anheuser-Busch-to-Blount Island service is expected to begin as soon as the U.S. Department of Defense finishes its massive move of equipment to the Middle East for the war in Iraq. The trains, which will operate one round trip a day, will traverse 12 grade crossings during the 7-mile trip. CSX also uses remote-control locomotives at its Moncrief yard on Jacksonville's Westside and its Duval yard.

UP train blamed for Milwaukee-area grass fires

OAK CREEK, Wis. – Sparks from a passing Union Pacific train started numerous grass fires Tuesday that stretched for more than three miles, destroyed a home and threatened livestock. The grass fires spread quickly in the high winds and unseasonably warm temperatures. The largest of the fires was 40 to 50 acres.

Oak Creek officials said one of the fires completely consumed a home shortly after 11 a.m. Fireworks could be seen shooting through the roof the two-story home around noon Tuesday. No one was injured in that blaze. The homeowner is a licensed fireworks distributor and had two trailers full of fireworks stored near the house. The train was operating on UP's Milwaukee Sub, the former "new line" of the Chicago & North Western. Grass fires on Tuesday plagued many other areas of Wisconsin, which has had only one month in the last year with above-average precipitation.

Hey Hon, I'm going to be late for dinner

LOS FRESNOS, Texas - A train blocking a grade crossing is an age-old problem, but for Brownsville, Texas-area motorists, one Union Pacific train has been sitting there for more than two days. The reason, of course, is five cars derailed and spilled their loads of chipped limestone everywhere. Canal Street, in Los Fresnos' residential area, has been blocked by the derailed train since 12:19 p.m. Monday - April 14. To add insult to the situation, more than 300 feet of railroad was damaged in the incident.

Amtrak expands on-board dining menus

WASHINGTON, D.C. – Amtrak has introduced new, expanded menus on all long-distance trains that offer passengers larger portion sizes and reduced prices. The menus are a part of a new meal rotation Amtrak has developed to improve the dining experience on board long-distance trains without raising food-service operating costs. The new meals are offered on three different menus, which rotate concurrently on different trains, ensuring passengers are offered a variety of meal selections. The system allows passengers to dine on one menu on their outbound trip and enjoy a different menu on the return trip – even if it is on the same train service, Amtrak says.

Breakfast selections include a variety of hot and cold entrees such as pancakes, a three-cheese quiche, and cooked-to-order eggs as well as a continental breakfast. Lunch selections include burgers, a turkey and Swiss sandwich, beef chili, chicken pot pie and a green salad. A Gardenburger (vegetarian burger) is available on each of the three lunch menus. Also, a tossed salad is now served with selected lunch entrees. For dinner, passengers may choose beef tenderloin, New York strip steak, seared catfish, stuffed chicken or ravioli primavera, among other entrees. An evening special – priced from \$9 to \$11 – is now available with every dinner menu. In addition, a selection of wines may be served with dinner at a price of \$8 per 12.5 -ounce bottle.

Dessert selections include cheesecake, apple pie, chocolate bundt cake or ice cream. Four different desserts are available on each of the lunch and dinner menus. Coffee, tea, milk or juice is now included in the price of the main entrée for all meals. "Fine dining should be the signature of a first class long distance rail experience," said David Gunn, Amtrak's president and CEO. "These new menus offer an opportunity to enjoy the on-board dining experience with a broader choice of high-quality meals prepared especially by our on-board chefs – a clear competitive difference setting us apart from other forms of transportation."

All meals for first-class passengers are included in the price of their train ticket, while coach-class passengers may dine for an additional charge. Amtrak's new menus are available in all of the dining cars with the exception of the Auto Train, which offers its own menu selections. In addition to the new menus, special menus are available for children. Kosher and vegetarian selections are also available. A complete list of menus can be found at amtrakmenus.com.

Ilwaco Railroad & Navigation Co. Nahcotta returning home

ILWACO, Wash. – The Nahcotta, a restored 1890s passenger car that once served on the three-foot-gauge Ilwaco Railroad & Navigation Co., will soon be making her way back to Ilwaco, where she will be displayed in the Ilwaco Heritage Museum courtyard alongside the old IR&N freight depot. Dedication ceremonies are scheduled for July 11-13.

The IR&N began service on the Long Beach Peninsula of southwest Washington in 1889, and continued under a succession of owners until September 1930. The narrow-gauge line terminated in the shallow-water ports of Ilwaco and Nahcotta, Wash. In the late 1960s, the late Henry Welzel of Puyallup, Wash., acquired the Nahcotta from a property owner – who had used the car as guest quarters behind a beach house for more than three decades – and began restoring it.

In 1985, Welzel offered the Nahcotta to the Ilwaco Heritage Museum. His conditions stringent: the museum courtyard had to be covered – no small requirement on the wet and windy Washington coast.

The Ilwaco Heritage Museum landed a transportation enhancement grant from the Washington State Department of Transportation in January 2001, the same month as Welzel's death. Additional funding for covering the courtyard came from Ilwaco native Jim Peterson, recently retired CEO of Haemonetics, Inc., and from the Templin Foundation of Long Beach, Wash. Construction began in autumn 2002 and is now nearing completion. The Ilwaco Heritage Museum is located at 115 S.E. Lake St. in Ilwaco. For further information or for directions call 360-642-3446 or visit <http://www.ilwacoheritagemuseum.org/>.

Oh, those Russians!

LONDON – A group of Russian train conductors needed hospital treatment after smashing their heads repeatedly against a coach window to find out who had the strongest forehead. The conductors came up with the contest as a way of passing time on the 3,000-mile journey from Novosibirsk in Siberia to Vladivostok. The men were treated in hospital after stopping the train midway through the journey at the town of Vyazemskaya and demanding medical help.

Oh, those railfans!

WALES – A steam enthusiast who set fire to a train and locomotive shed causing more than \$75,000 damage after an apparent falling out with fellow fans was jailed for two years yesterday. The fan set fire to seven carriages of a World War I train after a relative was fired as operations manager of the Teifi Valley Steam Railway Society. He was arrested on the station platform as he watched firemen tackle the blaze which also spread to the loco shed in Llandysul.

Amtrak to cut Acela Express fares

WASHINGTON, D.C. – Amtrak will sharply reduce Acela Express fares between Boston and New York beginning Monday, capping business class fares at \$99 and cutting the fee to “step up” to first class to \$50 or less. Fares will be even lower for off-peak departures and for travel to intermediate destinations such as New Haven or Providence.

Under a simplified fare structure announced today, passengers traveling in Acela Express business class between Boston and New York will pay no more than \$99 at any time – a 22 percent rollback from the current peak fare of \$127. Fares for non-peak departures will range from \$85 to \$92, down from the current fares of \$102 to \$119.

Amtrak will also reduce first class fares, enabling New England travelers to “step up” to first class for \$50 or less, depending on city-pairs. First class fares between Boston and New York will be \$149 or less, down from the current fares ranging from \$170 to \$195. These lower fares, which do not require advance purchase, will be available indefinitely beginning April 28.

UP boss blasts Amtrak

SALT LAKE CITY, Utah – Dick Davidson, Union Pacific's chief executive, says Amtrak is a “government-subsidized transportation system that nobody wants to use.” Davidson said government subsidies for Amtrak's passengers amount to \$250 to \$300 each. But Ross Capon, head of a group that supports passenger trains, said Davidson's railroad benefits from such subsidies.

Amtrak's use of Union Pacific's tracks costs the nation's largest Class I railroad between \$60 million and \$70 million a year, Davidson said, because Amtrak pays lower rates than regular commercial customers. Amtrak is needed in some parts of the country, especially in the Northeast where rail ridership is high, he said. But there's not enough demand for long-distance rail travel in the western United States.

Capon, of the National Association of Railroad Passengers in Washington, D.C., said among Amtrak also benefits UP, such as in California, where the passenger carrier is paying \$60 million to upgrade a stretch of line near Sacramento from single-track to double-track. He also challenged Davidson's figures that government subsidies amount to \$250 to \$300 for each Amtrak passenger. While those figures may refer to the cost on some routes, Capon said, “you look at the system as a whole, and it's more like \$35.30.”

Railroads agreed to lower rates as a condition of the federal government taking over the money-losing passenger train business from them in 1970, Capon added.

Florida East Coast revenue up 2 percent; operating ratio rises

ST. AUGUSTINE, Fla. – Florida East Coast Industries said first-quarter railway freight revenues increased 2 percent to \$40.9 million compared to the year-ago period. Operating profit decreased by 9 percent to \$8.8 million, primarily due to reduced intermodal traffic and higher equipment and depreciation expense. Operating ratio was 80 percent compared with 76 percent in the year-ago quarter.

Carload revenues grew 3.9 percent primarily due to a 6 percent increase in aggregate, reflecting strong construction demand. Increased revenue from new business transporting coal and metals products contributed to the increase. Intermodal revenues decreased 0.5 percent compared with the prior year period.

Lower revenues from a connecting carrier for intermodal haulage and from LTL carriers were partly offset by higher revenues from the “Hurricane Train” service from Atlanta to South Florida and business gained from new intermodal customers.

GE’s Evolution Series make light work of UP’s Sherman Hill

ERIE, Pa. – Last week (this item dated 4-24-2003), three of General Electric’s new Evolution Series locomotives left Union Pacific’s Bailey Yard in North Platte, Neb., and climbed the famed “Sherman Hill” between Cheyenne and Laramie, Wyo. – the highest point on the UP at 8,015 feet above sea level – while hauling a 7,312-foot, 7,500-ton train.

Michael Royer, Evolution field service engineer, and field service leader David Wright were riding the locomotives from Erie, Pa., to Hinkle, Ore. “We took the Hill, no problem,” said Royer as he reported back from the inaugural journey. “We’re A-OK... the engines are purring right a long. We went up part of the hill with just one locomotive, catching up to a train in front of us.”

Union Pacific will test five pre-production Evolution Series locomotives over the next 18 months on its 714-mile route between Portland, Ore., and Pocatello, Idaho, over UP’s high-speed Portland Subdivision, the steep grades of Oregon’s Blue Mountains on the LaGrande and Huntington subs, and into arid eastern Idaho on the Nampa Sub. During one stretch, the new 12-cylinder, 4400-hp units will travel between 600 and 6000 feet above sea level in a six-hour period.

The Evolution Series feature new 12-cylinder GEVO diesel engines that produce 4,400 horsepower, the same as existing 16-cylinder engines on GE locomotives, while emitting 40 percent fewer pollutants to meet new federal regulations, and with greater fuel efficiency. The locomotives are 75 feet long and weigh 415,000 pounds. Future models will have the ability to expand to more than 6,000 hp. Early in the testing, the locomotives are meeting customer expectations and passing significant milestones, GE says.

National Historical Park to restore train station

HARPERS FERRY, W. Va. - Harpers Ferry National Historical Park is moving forward with plans to restore the historic Harpers Ferry railroad station. With the land transfer from CSX Transportation in 2001, the National Park Service acquired six acres of historic property along the Potomac River containing the ruins of the 19th Century U.S Army Yard and the 1894 Baltimore & Ohio station. Proposed restoration activities include the station building restoration and rehabilitation, landscape improvements, and new interpretive exhibits and furnishings.

NHP officials said that a recently signed cooperative agreement between the town of Harpers Ferry and the Park will soon release a \$320,000 West Virginia state grant that will be used for restoration of the station. Senator Robert C. Byrd was able to secure \$1.9 million in a FY-2003 Appropriations Bill for the project, which is now fully funded at \$2.2 million.

Russians plan construction of new line from Caspian Sea

MOSCOW, Russia – Construction of a new 32-mile railway line connecting the north Caspian Sea port of Olya to the Privolzhsk railway as part of the North-South international transport corridor is expected to begin sometime this summer. Cost is said to be approximately \$140 million.

Russian sources are touting that the international transportation route from the Indian Ocean and the Persian Gulf through Iran, the Caspian Sea and Russia to northern and eastern Europe is up to three times shorter than the route through the Suez Canal. Russia, Iran and India are said to be planning to transport up to 8 million tons of freight along the new corridor by 2005.

CSX Corp. income up; rail segment income down sharply

JACKSONVILLE, Fla. – CSX Corp. reported first-quarter 2003 consolidated revenues of \$2.02 billion versus \$1.96 billion a year ago. Net income was \$99 million compared with \$25 million a year ago. Both figures include the effect of an accounting change.

Operating income for the Surface Transportation segment, which includes CSX's rail and intermodal units, was \$169 million compared to \$194 million in the first quarter of 2002 despite strong revenue growth. This was due primarily to increased costs associated with sharp spikes in fuel prices and operating expenses from extraordinarily harsh winter weather, the company said. Fuel expenses were up "\$54 million year-over-year and the severe winter weather affected the fluidity of the network negatively and caused significant labor and equipment expense increases," said CSX chairman and CEO Michael Ward.

Cumbres & Toltec Scenic receives million-dollar grant

SANTA FE, N.M. – The U.S. Commerce Department is giving a \$1 million grant to the Cumbres & Toltec Scenic Railroad Commission. The money will help rebuild the C&TS's historic steam locomotives. The narrow-gauge railroad, which operates on the former Denver & Rio Grande Western line, carries tourists between New Mexico and Colorado from spring into fall each year. New Mexico and Colorado jointly own the 64-mile line that runs between Chama, N.M., and Antonito, Colo.

Railroad officials said earlier this month the train will make limited runs this season – one-way trips Sundays through Wednesdays – because only one of its locomotives will be ready. A bus will pick up passengers and return them to the train's departing depot. The Federal Railroad Administration has told the railroad that the boilers for the steam-powered locomotives must be improved to meet federal standards before the season starts. The federal money comes from a fund that promotes the use of historic properties and resources for economic development and heritage tourism. The railroad commission and the state of New Mexico matched the grant with \$250,000.

Shanghai railway station checking temperatures with infrared

SHANGHAI, China - Following the lead of installing temperature-checking infrared equipment at the Pudong International Airport in China, beginning earlier this week, the same equipment is being used to check passengers from Guangdong, Beijing, Shanxi or Inner Mongolia entering Shanghai through the Shanghai Railway Station to help detect possible SARS cases. The procedure takes 3 seconds per passenger, and does not delay the passenger flow significantly.

Ticket please!

BRITAIN – Following passenger complaints about ticket dodgers and teenage gangs boarding local trains, husky private security guards have been hired to keep the peace and make sure everyone has paid their way. Apparently it's working. Reports include teenagers fleeing trains at the mere sight of the guards and ticketless riders being put off long before reaching their final destination.

PROGRAM MANIFESTS

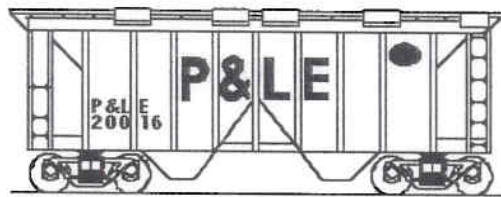
UPCOMING CHAPTER PROGRAMS & EVENTS

MAY – MONDAY the 12TH, 7PM. – Video, *Cuba Steam*, a viewing of all the active steam engines (early 1900's American built) operating on the sugar plantations in Cuba. After the showing, Jerry Sheehan and Chuck Billings will make comments regarding their recent trip to Cuba viewing, taking pictures, and riding behind these steam engines.

JUNE – MONDAY the 9TH, 7PM. – Program to be announced.

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

President	Walt Smith	(321) 757-3349
Vice-President	Hal Greenlee	(321) 636-3393
Treasurer	Bob Selle	(321) 632-0944
Recording Secretary	Harlan Hannah	(321) 636-7986
Historian	Jerry Sheehan	(321) 452-8649
Newsletter Editor	Jim Heidel	(321) 259-0641
National Director	Tom Hammond	(321) 267-8339



<http://www.ribbonrail.com/art/images/ple-hop.gif>

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



NEXT MEETING: Monday, May 12, 7:00 p.m.
 Central Brevard Library & Reference Center
 308 Forrest Avenue, Cocoa (321) 633-1792
PROGRAM: Video, *Cuba Steam*, followed by
 Jerry Sheehan's and Chuck Billings'
 talk about their trip to Cuba.

Bob Selle
 1013 Woodsmere Pkwy
 Rockledge, FL 32955

15
LORVER