

# The *EAST COAST CHAMPION*

May 2004

## PRESIDENT'S MEMO TO STOCKHOLDERS

There were 3 trains to and from Nyack when I was fireman in the early '60s. These trains and engines laid over at Nyack thru the week stored on the tracks just North of the old station. Since most of the crews lived in Jersey, they went home every night but I, being a Scranton man, had no such option. Through the kindness of the station agent I was permitted to sleep inside the station waiting room. The agent would wake me up when he arrived in the morning and I'd then get on my engine and check the Vapor-Clarkson steam boiler to be sure the coaches were warm for the commuters.

Nyack even then was a very upscale community. I realized that the first night when I scouted around near the station for a place to eat. There was a Mercedes dealership and a couple ritzy bars, but I couldn't find a place to eat or get breakfast near the little coachyard and station, so I had to wait until our train arrived at Hoboken, then run across to Schaeffers' for my ham and eggs.

It was really a challenge in those days to find sustenance when the railroad assigned you to some outlying terminal. You were really on your own. As my old road foreman Sammy Miller put it, "That's your problem. The Erie-Lackawanna isn't responsible for feeding you." I guess we were expected to forage like animals in the fields. Kind of like a book I was just reading about the Allied prisoners in Nazi Germany in WWII. Sammy would have fit right in, "I was just following orders!"

Regards,  
Walter E. Smith

## MINUTES FROM THE APRIL 2004 MEETING

Chapter President Walt Smith called the meeting to order at 7:10 PM on April 12, 2004. No guests were in attendance.

Treasurer's Report – Bob Selle gave the Treasurer's report. Hal Greenlee moved to accept the report. Jim Gillin seconded the motion. The motion passed.

Approval of Minutes – President Smith called for additions or corrections to the March minutes as published in the "Champion". None were offered. John Prestopino moved to approve the minutes. The motion was seconded by Jim Gillin. The motion passed.

Old Business – None

New Business –

- ∇ Bob Selle reported that he (along with Walt Smith) had received a new roster from Chuck Billings (RPO Handler for newsletter) mailed with his newsletter. The remaining chapter members did not receive a copy because he is lacking current telephone number for two members. The remaining members should be receiving an updated roster shortly.
- ∇ Hal Greenlee has a high definition video whose subject is the Chicago El and its relationship to the development of Chicago. Hal asked if those present would like to see the program. There was general agreement that the subject was of interest. The tape will be the May meeting program.

- ∇ Dave Klein offered to prepare a list of videos in his collection so that the chapter membership might select tapes which they might be interested in viewing as program material. The subject matter of nearly all tapes is electrical railways.
- ∇ Walt Smith offered to present a video of Tri-rail which he filmed from the cab.
- ∇ Larry King has a video that he recorded at the Illinois Railroad Museum. Larry will show his video as the program for the June meeting.

Reports & Announcements –

- ∇ George Gillette read a brief announcement from the *Smithsonian* magazine celebrating the 200<sup>th</sup> anniversary of Trevithick's first successful steam locomotive.
- ∇ John Prestopino announced that the current issue of *American History's Science and Technology* magazine cover article is on the FEC's Overseas Railway.
- ∇ Walt Smith corrected himself about Sullivan's Bar & Grill. Seems like it was actually *McCarthy's*. Walt received letters from a member of the Central New York Chapter and the member's father correcting him. John Prestopino also sent a friend to Syracuse to check on the bar. The report was that the bar is no longer there.
- ∇ Jim Gillin: There is a plan to re-photograph the famous 1954 flash photo of the HorseShoe Curve.
- ∇ Harlan Hannah: The FEC on going track work in north Cocoa is a new siding that extends from the block signal at the flea market north nearly to Cidco Rd. The siding cuts through the woods just south of Cidco road to join the existing spur from the north into Cidco industrial Park. This allows the rock train to be pulled through Rinkers' facility without being broken.

Program – Jim Gillin retired Long island Railroad Supervising Agent presented his photos of the current day Long Island Railroad Trains and Depots.

Raffle – The book *Stream Railways of the World* by Patrick Whitehouse donated by Jim Gillin was raffled. The winner was Harlan Hannah.

## STACK TALK

by Neil Moran

Originally when I started to write this column, there wasn't much news of steam out of Canada. However a recent phone call from my friend Ed Emery in Toronto has changed that. We had written in past columns that when the C.P. Hudson #2816 was coming to Montreal next month, that there would be possibly two excursions to Raccine and Ottawa. It seems that's all changed now, and a possible trip to Joliet is now in the picture. Due to heavy volume on the main line between Montreal and Ottawa C.P. had thought the excursion might tie up the main line, C.P. runs four passenger trains and many freights through this district. On the other hand the track between Joliet and Montreal is much less used, so common sense prevails here. However this is not written in stone, and as before things could change.

There is serious talk that ex-Canadian National Mountain class #6060 (Bullet Nose Betty) may come down from the Alberta Prairie Railroad to make an appearance at the NRHS Convention in Minneapolis next month. She has already run to Big Valley out of Stettler last month. The engine seems to be in fine shape, all thanks to the men of the engine crew. Hopefully this will be confirmed within a few weeks, as this column was written in late March.

No. 2141 the Consol out in Revelstoke, will start excursions soon, but will not operate over any former Kettle Valley Railroad tracks. The fires that destroyed eight out of the twelve or so trestles cannot be repaired until later this year if even then. What they might do is run on CPR main line for a short distance. How this will affect the heavy service on the CP remains a big question. The situation presents CP with a not too happy problem, and some answers will have to be made to allow steam excursions squeezed in between a heavy freight schedule. I hope to have some additional news next month.

Meanwhile out at Squamish, British Columbia, a very surprising story has surfaced. Apparently some private enterprise whose name is unknown may consider investing the \$1 million dollars Canadian to refurbish the

"Royal Hudson" #2860. If this is true, could we possibly see a resurgence of steam trips out of Vancouver now owned by Canadian National? Also, the Consol #3716 is nearing completion also by a private enterprise. This locomotive was in for serious repairs, and has undergone a complete rebuilding. The question remains, when she is rebuilt, where will it run?

Some more news, the West Coast Railway Association of Squamish, B.C. and the Kamloops Heritage Railway have combined to restore ex Comox Logging & Railway #16 a 2-8-2 Mike to operation. The Mike last ran at various locations during the 1960s and 70s. It has not steamed in the past twenty years, and is awaiting restoration at the shop in Squamish. She was built by the Baldwin Company in 1929 as a 2-8-2T #101, where it worked in Washington State. Later sold in 1944 to Comox Logging & Railway at Headquarters, B.C. they modified the engine by removing the saddle tanks and adding a tender. In 1960 #16 was retired, but was leased to the Anchorage, Alaska Kiwanis Club that sponsored steam excursions as part of the Alaska Purchase Centennial celebration. Dubbed "Mother Goose," (such an indignity!) she took passengers on a 14 mile round trip along the Cook Inlet between Anchorage and Inlet. No. 16 returned to B.C. in 1970 and was leased to the Victoria Pacific, a short line operating over a C.N. branch line on Vancouver Island. This was short lived and was returned to the West Coast Railway association. Recently the Kamloops Heritage Railway entered the picture, after having completed restoration on former C.N. 2-8-0 #2141. Late in 2003 an agreement was worked out between the two groups which now seems the #16 moved to Kamloops for full repairs. KHR will work on the Mike, while WCRA will provide much of the funding. In exchange for the rebuilding the Kamloops Heritage Railway will maintain and operate her for at least 5 years. They plan on restore her to it's original design as a 2-8-2T. If you thought the above news from Canada was encouraging, wait till you read this exciting news. Due to the shortage of diesel fuel, and increasing prices, the country of Zimbabwe has reinstated steam to its suburban service in Bulawayo. Steam started operating as of March 16 which was necessitated by the NRZ running out of diesel fuel which cancelled all passenger trains. Locomotives called back into service were 15th Class #612 and 20th Class #730, plus two DE2's #1218 and 1225. Two more locomotives were steamed up at the steam shed at Byo Mechanical Workshops, #395 and 612. These last two engines have been working on commuter runs for over a week at the time of this writing. This is certainly a new lease on life said Charles Rickwood, noted photographer and steam enthusiast from this part of the world. In addition quite a few men have been called back to work as these engines had to be refurbished. There are eight trips each day now operated by steam, Monday through Friday both mornings and evenings. Plus four regular trips on Saturdays. It's an amazing sight said Mr. Rickwood to see B16 Beyer Garrets powering suburban service. Towards the end of steam in America, several railroads used 4-8-4 or other large classes pulling commuter runs. The Grand Trunk Western relocated 4-8-4's in Michigan in the 50s. Quite a come down from their regular duties in their day in the sun. Several of these locomotives in Bulawayo are now pulling freight trains to Emgwanini and Luveve. The railroad has just restored for running a 16th Class #73 for the Khami commuter train out of Bulawayo. Mr. Rickwood right now is in seventh heaven, and burning up film like this was the last day of the world. He has photographed two Beyer Garrets starting up from the Bulawayo station in unison, and thought to himself, "This is even better than sex!!" Wow!! Now let's see, if I leave Newark Airport tomorrow I could be in Zimbabwe in two days, hmmm!

Now, let's get to the hot news from this country. Here is an update on the NRHS convention at Minneapolis. There are some changes from last month, and I suspect there maybe additional ones too. The steam action begins on Sunday, June 20, when ex-Milwaukee Road #261 pulls a passenger train one way from Minneapolis to Milwaukee over C.P. Rail, departing at 10:30 AM, arriving Milwaukee at 6:30 PM. Tuesday June 22, the train runs over C.P.'s ex Milwaukee Road one way to Chicago leaving Milwaukee at 11:30 AM and arriving at Chicago's Union Station at 2:30 PM. It will pull into the north end of Union Station that was originally used by the Milwaukee Road, and out of which the #261 actually operated. This will be a super day in Chicago for their railfans as it heralds the return of the #261. On that day in both Milwaukee and Chicago one could say the Chicago, Milwaukee, St. Paul and Pacific Railroad lived again. After that historic day the #261 leaves Chicago for Rock Island, Illinois via BNSF mainline to Galesburg, then north over their line to the Twin Cities, and to Barstow Junction, then on a branch line into Rock Island. This will start the water-borne portion of the "Grand Excursion." There will be a "grand flotilla" of steam powered crafts setting sail up the Mississippi River to St. Paul for this trip the train departs Union Station (the south end). It all comes under the listing of Excursion 1. Other steam excursion trips numbered two to eight, were listed in last month's column with the exception of trip #3 Rock Island to Genesco, Illinois; that trip's cancelled! Trip #2 on June 26, Davenport to Savannah, IL, and return will operate over the Iowa, Chicago & Eastern R.R. Trip #4 Davenport to Dubuque will be over the Iowa Interstate RR. Trip #5 Dubuque to La Cross, WI. will use the IC&E along with CPR. Trip #8 of course is the

highlight of the excursions along the Mississippi will occur when the #261 double heads with C.P. "Empress" 4-6-4 #2816. These engines will arrive with a epic Cecil B. DeMille production (cast of thousands) at Lamberts Landing in St. Paul at the same time the "Grand Flotilla" from Rock Island arrives with a symphony of blowing steam whistles. Read carefully, trip #8 is the only steam operation at the Convention. Rendering this event as only steamless, that was once billed as a steam filled attraction. Please, don't blame the local chapter, the liability insurance is the killer. This necessitated the involvement of Amtrak. The #261 is expected to be the only steam locomotive to be Amtrak certified, and the only one allowed by local railroads to use their tracks. Where does this leave the #2816 and possibly #6060? Possibly outside looking in.

Speaking once again of the C.P. Hudson #2816, word has just reached me that C.P. wanted to run their train west out of Montreal via Detroit, Chicago, and Milwaukee to join up with the #261 at the convention. The railroad does not own their tracks between Detroit and Chicago. So they contacted CSX for trackage rights and were unceremoniously shot down. (Let's hear it for CSX). What are friends for!! So now C.P.'s trying to arrange passage from NS and Amtrak. It may come to asking CN/GTW, now wouldn't that be something, history making eh!!

Let's head back to the Pacific coast. The former AT&SF Northern #3751 excursion planned for next month has been cancelled due to the weight of the engine exceeding a couple of old rail bridges along the BNSF "Surf" Division. Now the FRA and BNSF's people have taking a hard look at these bridges and wondering if the BNSF normal freight locomotives aren't also exceeding the safety limits. It might be these old bridges might have to be repaired much sooner than expected. If this step is taken, then possibly the #3751 might run along this line in the not too distant future. Meanwhile the San Bernardino RRHS is looking at other possibilities. Such as Los Angeles Union Station to San Bernardino going via Metrolink's San Bernardino line, and returning on BNSF via Fullerton

Right now the station is undergoing a massive re-development having gone through a lot of years of decay and little upkeep. It's possible that if this excursion to San Bernardino comes off, it would coincide with the grand re-opening of the station. Presently this is all tentative, as no contracts have been signed.

On March 15 the Grand Canyon recently restored Consol #29 ran a train from Williams to the Grand Canyon and back. Everything went smoothly and the engine had no problems. No. 29 had recently been worked on over the fall and winter. Obviously the shop did a good job. She was a former LS&I. and was brought to the Grand Canyon Railroad in a package deal with three other Consols. The B.C. RR is now blessed with three operating steam locomotives. By the way on that break-in run #29 pulled a extra water car and three Harriman coaches.

One bitter pill to serve to you, the Georgetown Loop Railroad will close down at the end of his year. From what I hear the town and the railroad are at odds. Seems to me that the town of Georgetown which makes a lot of money from tourists coming in from various places would not create any problems. I'll try and find out what went wrong. This is really hard to believe.

Continuing east, the Copper Range locomotive #29 has been offered to the Mid-Continent Railroad at North Freedom, Wisconsin. The Mikado was built back in 1907, and unfortunately had been stored outdoors for the past 30 years. She needs a lot of work, and will take years to restore. With the Mid-Continent Railroad without an engine, they most likely will undertake this massive restoration. Regrettably, #1385 10-wheeler is still not ready, along with #1 another 10-wheeler from the ex Dardonelle & Russellville. Repairs are slow due to lack of funding for these locomotives. Brother can you spare a dime!!

Backtracking a bit, a long time dream has almost become a reality. The Abilene and Smokey Valley Railroad Association has been given a grant. How much I can't tell you, but it's enough to rebuild the 1919 Baldwin stored for over forty years in Eisenhower Park in Abilene. The city donated the Pacific to the railroad association, and was moved to the property of the A&S RR. Restoration is under way, and will take about two or three years to complete, said Joe Minick who spearheaded the renovation. Repairs will be done in a shed west of the existing depot. While most of the work will be done here, other repairs will have to be sent out to outside firms. The group is in process of finding volunteers who can perform such services as wood working, welding, and painting. Every item must be documented and cataloged. The last time the locomotive was inspected was 1951. She was an oil fired engine, has 74 inch driving wheels, and in its heyday could make a 100 miles per hour. The Pacific was primarily a passenger locomotive. Once she's completed, the #3415 will not run every day, and a

schedule will be worked out. The steam operation will run between Abilene and Enterprise at the beginning but will eventually run to Woodbine and return.

In a surprising move, former Soo Line Railway 4-6-2 Pacific #2719 that was restored to operation in 1998 by the Locomotive & Tower Preservation Fund of Eau Claire, Wisconsin, will be heading out west to Livingston, Montana of all places. They will run excursions next year on Montana Rail Link. She was built back in 1929 by Alco, and recently had been running excursions on Wisconsin Central up until C.N. took over and prevented any further runs on S.C. due to cost prohibited insurance rates. It did operate trips on some local short lines such as the Wisconsin Great Northern and the Osceola-St. Croix. No. 2719 was scheduled to power an excursion for Amtrak from Minneapolis to Duluth at the NRHS Convention until C.N. refused to approve the trip. The move comes at a critical moment for the Pacific. The former C&NW roundhouse at Altoona, Wisconsin near Chippewa Falls, used to house both #2719 and Soo Line 2-8-2 1003, has been condemned by the City of Altoona as an unsafe structure. I believe as I write this the building is now rubble. The roundhouse was owned by Union Pacific, who issued the vacate orders. The engine and tender have been moved on flat cars to it's new home, the Tallo-Livingston Rebuild Center where she will be converted to burn oil. The lease to the Pacific states that the engine will be allowed to return to Wisconsin on a non interference basis for any future excursions run by the L&TPF.

Lastly, there will be a railfan weekend on the old Bell-Del on June 19 and 20 sponsored by the new York Susquehanna & Western Technical & Historical Society. They will run the 2-8-2 Mikado #142 which I'm sure many of you are acquainted with when it ran on the Essex Valley RR and over the Susquehanna R.R. in past years. Cost is \$25.00 for one day and both days \$40.00. The #142 will be powering on Sat. June 19 a steam freight special. Regularly scheduled passenger runs, and other steam trips as needed. Sunday June 20, a steam freight, four regular passenger trains, and other trips till 6 p.m. Sounds like a great weekend. Be there or be square.

I have people to thank for most of the news you just read about. Steve Barry (*Railfan & Railroad Magazine*), John Biehn and Don Clark (Dayton Railway Society), Ed Emery (Toronto, Canada) and your most humble servant in steam. **UNTIL OUR TRACKS CROSS AGAIN.**

*PS – this column on steam news is dedicated to a long time member of the NRHS and RRE. George Meyer who passed away on March 27. He was a member of both clubs for over 50 years. An icon, not to be forgotten.*

### INTERESTING RAIL NEWS

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

#### **4449 to be used in coal versus diesel fuel efficiency testing**

PORTLAND, Ore. – Former Southern Pacific 4-8-4 4449 will be the guinea pig in a six-month testing cycle to determine the feasibility of using oil and coal fired steam locomotives to replace diesels in specific mainline and secondary applications in certain areas of the country, according to Doyle McCormack of the Daylight Locomotive & Machine Works. "A major western railroad, they asked me not to disclose their name at this time, has approached my firm to conduct feasibility studies," said McCormack. "I was told that the industry is exploring every possibility to draw down their dependency on expensive diesel fuel that shows only signs of increasing in price in 2004."

The testing, to be completed on a mainline or secondary mainline radiating out of Portland, will have the 4449 pull a daily 2,000 ton freight train using oil for three months, and then after converting the steam engine's tender to coal, using that fuel for three months in order to make critical efficiency comparisons. Coal from the Powder River Basin in Wyoming is expected to be brought in. Down time, servicing and refueling will all be entered into the equation.

"There are enough large steam engines in this country that are capable of being returned to operation to make a strong showing that a regional steam division could be feasible for a railroad." McCormack says that at the behest of the railroad, he has been in contact with a number of steam locomotive societies that if the initial test is a success, perhaps they would be interested in their locomotive being leased for the extended program.

"I've also been in contact with a group in Michigan that knows the whereabouts of a former New York Central J-series 4-6-4 Hudson stored in a trackless roundhouse in the southwestern part of the state," said McCormack. "If anything could bring politicians trackside, it would be a combination of the 4449 and that Hudson. East and west. Would that be a great double-header, or what?" The program, which was officially kicked off on April 1, 2004 has a planned steam start up in about two months, is expected to publish results April 1, 2005.

### **Union Pacific to use trucks to ship some UPS traffic**

MEMPHIS, Tenn. - Seeking to recover from a round of delays, Union Pacific will start next week shifting a portion of its United Parcel Service business onto trucks, according to a story in the Memphis Business Journal. UPS spokesman Norman Black said that Union Pacific will pay truckers to carry UPS packages between Los Angeles, Calif. and Chicago, Ill. and between Dallas, Texas and Memphis, Tenn. for four weeks.

Union Pacific won United Parcel's business in 2003, offering to deliver freight within 60 hours on a coast-to-coast train once a week in each direction, in conjunction with the CSX. The railroad is seeking to recover from a round of delays that began last year, costing as much as \$50 million. Detailed coverage of Union Pacific's Los Angeles and *Sunset Route* logjam is in the June 2004 issue of *Trains*, now at press.

### **Two EMD SD70ACE prototypes to test on KCS**

KANSAS CITY, Mo. - Kansas City Southern is receiving two six-axle 4300 horsepower EMD SD70ACE locomotives beginning this week as part of a 60-day testing program worked out with the builder. This is expected to be the units' first revenue service after testing at the FRA test track at Pueblo, Colo. The units are expected to be used as helpers or distributed power on freight trains between Pittsburg, Kans., and DeQueen, Ark., or Shreveport, La. "This part of the Kansas City Southern is the perfect place to test these units," said Hal Miller, Managing Editor of *Trains* magazine. "Most people think of the KCS as a flatland railroad, but it has a really jagged profile between Sallisaw, Okla. and Shreveport. This type of track profile should test the units well." Production units are expected to be released in 2005.

### **Swing time ending for bridge at La Crosse, Wisconsin**

La CROSSE, Wis. - During the last week of April, Canadian Pacific will replace a 307-foot truss swing span with a more modern rolling bascule span, turning its 1902 swing bridge over the Black River between La Crosse and French Island into a lift bridge. Improvements to the railroad bridge, which is a mile south of the Interstate 90 bridge, will allow train traffic to operate more fluidly between Wisconsin and Minnesota. La Crosse has long been a strategic railroad point with about two dozen freight trains and two Amtrak trains a day crossing four bridges over the east and main channels of the Mississippi River, the Black River and the French Slough.

Completion of the \$16 million project will involve rerouting trains and closing the Black River to navigation, which has included coordinating the effort with railroad crews, contractors, the U.S. Army Corps of Engineers and the U.S. Coast Guard. The Milwaukee Road built the current steel swing bridge in 1902 to replace an earlier iron bridge built in 1876 at the same location. The original bridge helped secure the railroad's success as a Midwest carrier and established the importance of La Crosse as a regional center of transport and trade.

Designed by HNTB Corp. of Kansas City, Mo., under the direction of CPR's Structures Planning and Design Group, the new 147-foot bascule span will lift on the east end to create a 60-degree angle open to the west, allowing boats to pass through the river channel below. The span will open by rolling back on a half-moon shaped girder powered by an electric motor, which will be housed in a machinery room at the top of the bridge. A bridge tender, who used to operate the swing span from a control house in the middle of the bridge, will operate the new span from a control house on the east end of the bridge. The bascule span weighs 987,000 pounds, not counting the 865,000 pound-concrete weight on one end, which assists in the opening and closing of the structure.

A few days before the swing span is replaced, a barge will get into position under the new bascule span and extend two jack towers to lift it off the falsework. Removal of the swing span will begin at 7 a.m. April 26, when crews will cut the old span in two. A second barge placed upstream and a third one placed downstream of the existing draw span will use jack towers to lift the old disassembled span off its pier and transport the pieces away for further dismantling. Beginning at 8 a.m. April 27, the first barge will carry the new bascule span into the river channel and do a 180-degree turn to get in position before fitting the span into place with the help of hydraulic cranes. The process is expected to take until midnight. Meanwhile, two smaller approach spans also will be floated on barges and rolled into place on the bridge.

The river under the bridge will be closed to recreational and commercial navigation for up to 120 hours. Trains will resume crossing the bridge at 7 p.m. April 28, and the new span will be opened for the first time at 11 a.m. April 29. Beginning April 26, spectators can go to a public viewing area set aside at 816 S. Bainbridge St. on French Island. The viewing area, which is 300 feet north of the railroad bridge, will be open while work is in progress. Public parking will be along Bainbridge.

### **Ed Delters 1950-2004**

VICTORVILLE, Calif. - Noted railroad photographer Ed Delters, 53, died March 29 in Victorville, Calif. Born in Los Angeles, his family relocated to Japan in 1952, where Ed began photographing JNR steam locomotives at age 10. Returning

to the United States, Delvers studied photography with Minor White and Harold Edgerton at MIT, graduating in 1972. A talented jack-of-all-trades with a broad scientific background, Ed worked in myriad careers over the next 30 years ranging from satellite communications to aviation, while maintaining a lifelong passion for railroad photography. Ed's work appeared in *Trains Magazine*, *Locomotive and Railway Preservation*, and other railfan publications. He also co-authored *Starlight On The Rails* and co-published the popular "Tehachapi" train calendar.

### **CSX track programs force Amtrak to cancel some "Meteor" and "Sunset Limited" runs**

WASHINGTON, D.C. – A major CSX track maintenance project between Savannah, Ga. and Jacksonville, Fla., for an upcoming two-month period has forced a major Amtrak rescheduling on its New York-Miami route, essentially canceling the *Silver Meteor*, combining it with a rescheduled *Silver Star*. In northern Florida, another CSX track program will halt some *Sunset Limited* runs.

The changes came after extended negotiations between the freight and passenger carriers. On the New York-Miami route, the *Meteor*, trains 97 and 98, will not run from April 24 to June 22, inclusive. Instead, its consist will be combined with Amtrak's other New York-Miami first-class train, the *Silver Star*, trains 91 and 92, which will have its schedule changed by several hours to avoid the CSX trackwork times.

Between Rocky Mount, N.C., and Savannah, Ga., the *Meteor* runs directly, via Florence and Charleston, S.C., while the *Star* serves the two Carolina capital cities, Raleigh, N.C., and Columbia, S.C. Dating from predecessor companies, the routes are known as the "A Line" (Atlantic Coast Line) and the "S Line" (Seaboard Railroad), respectively. However, on the Savannah-Jesup, Ga., segment being worked on by CSX, the old Seaboard is torn up, leaving no alternative route to the "A Line."

So the *Silver Star* will become a "super train" consisting of 2 locomotives and 16 cars: 6 coaches, 4 sleeping cars, 2 dining cars, 1 lounge car, 2 baggage cars, and 1 crew car. To accommodate the expanded train and larger passenger loads, Amtrak will also add extra staff. Beginning April 24, train 91, the southbound *Silver Star*, will leave New York's Penn Station at 9:45 a.m. with a scheduled arrival into Miami the next day at 3:38 p.m. Beginning April 25, train 92 will leave Miami at 8:35 a.m. with a scheduled arrival into New York's Penn Station the next day at 2:30 p.m.

The third New York-Miami train, the *Palmetto*, trains 89 and 90, which does not carry sleeping cars but does serve Tampa, Fla., will add a stop in Yemassee, S.C., normally served only by *The Meteor*. During the modified service period, train 91 will not stop in Trenton, N.J., but both 91 and 92 will add stops in Jesup, Ga., and Okeechobee, Fla.

### **O. Winston Link's work named to National Recording Registry**

WASHINGTON, D.C. – O. Winston Link's steam recordings, Vol. 6, 1957-1977, are in the second annual selection of 50 sound recordings to the National Recording Registry last month, it was announced by Librarian of Congress James H. Billington.

Under the terms of the National Recording Preservation Act of 2000, the Librarian is responsible for annually selecting recordings that are "culturally, historically, or aesthetically significant." Registry recordings must be at least 10 years old. Nominations for the registry were gathered from members of the public, who submitted suggestions on-line, and from the National Recording Preservation Board, which comprises leaders in the fields of music, recorded sound, and preservation.

Besides Link, recordings and people on the 2003 list include "The Lord's Prayer," "Twinkle Twinkle Little Star," "He's Got the Whole World in His Hands," "Porgy and Bess," "Oklahoma," music by Benny Goodman, and interviews with "Jelly Roll" Morton.

### **New York MTA unveils centennial subway photo exhibit**

NEW YORK – A special centennial photo exhibit, "The New York Subway: A Centennial Celebration" was unveiled earlier this week by the Metropolitan Transportation Authority. The photographic exhibit of images selected from the archives of the photographic agency Magnum Photos is located in the window-shaped lightboxes at the Lower Level Dining Concourse of Grand Central Terminal and is part of the MTA Arts for Transit Lightbox Project.

The photo exhibit offers a peek into the lives of New Yorkers throughout the decades, from quiet moments reading on a crowded train to grandstanding youths on an elevated platform. The 16 images included in the exhibit were captured by renowned photographers Henri Cartier-Bresson, Bruce Davidson, Elliott Erwitt, Leonard Freed, Bruce Gildea, Thomas Hoepker, Constantine Manos, Inge Morath, Lise Sarfaty, and Ferdinando Scianna. Other Lightbox locations can be found at the 42nd Street subway station at Sixth Avenue and the Atlantic Avenue subway complex in Brooklyn.

### **BNSF-owned painting to go on exhibit**

CANYON, Texas - A Burlington Northern Santa Fe-owned painting by Gerald Cassidy will be on display at the Panhandle Plains Historical Museum in Canyon, Texas, as part of their exhibition "The Old Guard: Santa Fe Art Colony Founders" from April 17 through July 18. The show focuses on the work of Cassidy, Sheldon Parsons, Warren E. Rollins, and Carlos Vierra. The BNSF collection has works by all of the artists except Carlos Vierra.

The Cassidy piece, entitled "Temple of Nar-Sus-Sa," is oil on canvas measuring 30 in. x 40 in. and was acquired in 1945. For more information on the exhibit and museum, which is 15 miles south of Amarillo, visit the Panhandle Plains Historical Museum website.

#### **Commemorative plaque removed from Massachusetts tunnel**

FLORIDA, Mass. - A \$500 reward has been offered for the recovery of a missing plaque recently removed from the east portal of Hoosac Tunnel commemorating the "World's First Fantrip," which took place on the Hoosac Tunnel & Wilmington Railroad on August 26, 1934. The Massachusetts Bay Railroad Enthusiasts commissioned the commemorative plaque in 1984, which railroad operator Guilford placed on the face of the east portal of the tunnel during a dedication at the tunnel marking the 50th anniversary of the trip. The plaque was reported missing the week of April 3, 2004.

The National Association of Railroad Enthusiasts, a forerunner of today's Massachusetts Bay Railroad Enthusiasts, Inc., organized the trip on the HT&W. The group took a Boston & Maine passenger train from Boston, then boarded an HT&W special behind ex-Lake Shore & Michigan Southern 4-6-0 No. 21 for the trip to Wilmington, Vt. and back, returning to Boston later that same day. The HT&W, operating only 11 of its original 24 miles, was abandoned in 1971.

Anyone with information regarding the missing plaque should contact the group at MassBayRRE@aol.com or (617) 489-5277.

#### **Final score - Train 1, Charging bull 0**

NEW DELHI, India - In a freak accident, a charging bull derailed two coaches of the Sriganaganagar-Hardwar Express in the Bathinda-Rajpura section yesterday, according to a news release from the Press Trust of India. The bull charged at the train as it entered Rampura Phul station and got entangled between the fifth and sixth coaches, causing the derailment. The train was canceled. Except for the bull, there were no casualties.

#### **Higher fuel prices squeezing railroads**

WASHINGTON, D.C. - Many companies carrying this nation's goods, including the railroads, face tough decisions on whether to raise their prices to offset fuel costs or let profits suffer, according to a recent story in the Chicago Tribune. Union Pacific, the nation's largest user of diesel fuel, just ahead of the U.S. Navy, said even tiny price hikes have a huge financial impact.

"Every one-cent increase in crude oil is a \$13 million increase in our fuel costs," said UP spokesman Robert Turner. The railroad uses 1.3 billion gallons of diesel fuel a year. In most cases, UP includes fuel-escalation clauses in its customer contracts, a practice the company began about four years ago. But last year the railroad recovered only about 40 percent of its higher fuel costs that way. "It obviously squeezes our profitability, because we are not able to recover it all," Turner said. "It's a tax on the economy and our customers because it makes it difficult for manufacturers and for other segments of the economy to be successful." Union Pacific is likely to see 3 to 4 percent earnings deterioration this year as result of higher fuel costs, said James Valentine, a railroad industry analyst with Morgan Stanley. Turner said Union Pacific doesn't comment on analysts' reports.

#### **O. Winston Link's ex-wife gets jail time for purloined photographs**

POUGHKEEPSIE, N.Y. - The ex-wife of the late renowned railroad photographer O. Winston Link has been sentenced to 18 months to 3 years in state prison for having a stolen cache of Link's art, according to a report today from the Associated Press. Conchita Link Hayes, 68, and her current husband Edward Hayes, 64, of Gettysburg, Pa., admitted they had photographs belonging to Link's estate. Edward Hayes received a one-year jail sentence.

They were arrested in a sting on May 29, and both pleaded guilty in Dutchess County Court to a felony count of possession of stolen property. Prosecutors say Hayes had about \$500,000 worth of signed, stamped, and stolen prints and was caught trying to sell some on an Internet auction site. Their sentencing was adjourned two weeks ago to give both defendants time to reconsider their March guilty pleas. Link's former wife also agreed to return his art as part of a plea agreement. More than 300 prints had been seized, some found in a box, others in a locker near the couple's home. Edward Hayes said he believed the art had been left to his wife by her former husband, who died in 2001.

#### **Depot restoration dedication to include KCS business train**



STILWELL, Okla. - Kansas City Southern's (KCS) Southern Belle business train will be on hand for the dedication of the restored KCS depot in Stilwell, Okla. on May 7. The train will arrive at the 2 p.m. dedication ceremony carrying state and local leaders who will ride from Westville to Stilwell.

The depot restoration is the result of collaboration between the City of Stilwell, the Adair County Historical and Genealogical Association and the KCS Depot Restoration Committee, and made possible by grants from the State of Oklahoma and Kibois Cookson Hills Community Action. Owned by the city, the depot will house offices for the Adair County Historical and Genealogical Association, the Stilwell Chamber of Commerce, Kibois Cookson Hills Community Action and will include a museum and visitors' information center. The one-story, brick KCS Depot was built in 1916 for passenger and freight rail service. KCS donated the depot and the land to the city in 1971, following the retirement of its Southern Belle passenger trains in 1969.

#### **More details on the 4449 story**

As much as we would like to say it's true, the piece on the 4449 being used for coal versus diesel fuel efficiency testing in the April 1 *Trains* online "NewsWire" was an April Fools Day hoax!

#### **Inebriated individual run over by train... and lives**

MEXICO CITY - A man who got drunk, fell asleep on the railroad tracks and was run over by a train slept through the entire episode and escaped unharmed, local officials said on Friday, according to a report from Reuters. Jorge Lozano Lopez, a 32-year-old electrician, did not regain consciousness until well after paramedics arrived on the scene late Wednesday night. The engineer spotted Lopez on the tracks but was unable to stop the train in time. The undercarriage passed within just a few inches of his body but did not touch him.

"He must have been very drunk to have slept through all that," said Jose Alfaro de la Rosa, a health official in the northern town of San Nicolas de los Garza. "It's a miracle he wasn't hurt."

"I counted only six beers," a bewildered Lopez told local newspaper El Norte. "But who knows how many more there might have been. I don't remember."

### **PROGRAM MANIFESTS**

#### *UPCOMING CHAPTER PROGRAMS & EVENTS*

MAY- MONDAY THE 10<sup>TH</sup>, 7PM - HAL GREENLEE'S HIGH DEFINITION VIDEO, "THE CHICAGO EL & ITS RELATIONSHIP TO THE DEVELOPMENT OF CHICAGO."

JUNE - MONDAY the 14<sup>TH</sup>, 7PM - Larry King's video he recorded at the Illinois Railroad Museum.

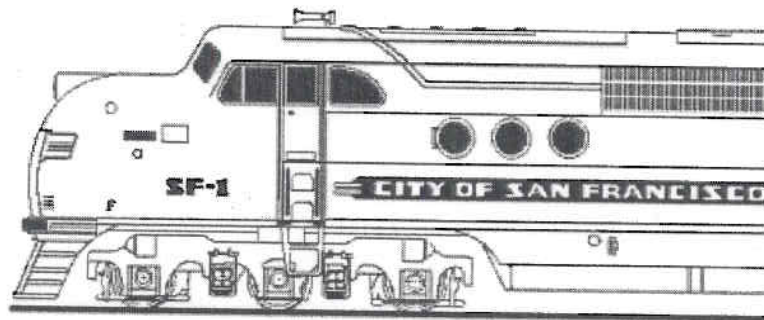
Vagabond applications for future programs *are being* accepted and interviewed at the back of the roundhouse *without* regard to previous railroad affiliations or car type passions. Remember that if once the UP would say "Be Specific - Ship Union Specific," the membership of the Florida East Chapter, NRHS, has never been *so particular* for this *specific* railroad matter, irrespective of their always welcomed guests who might be in attendance!

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

JUNE - SATURDAY the 5<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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<http://www.ribbonrail.com/art/diesel/city-sf.gif>

**Florida East Coast Chapter, NRHS**  
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**NEXT MEETING: Monday, May 10, 7:00 p.m.**  
Central Brevard Library & Reference Center  
308 Forrest Avenue, Cocoa (321) 633-1792  
PROGRAM: Hal Greenlee, "The Chicago El"