

# The *EAST COAST CHAMPION*

November 2002

## ANNUAL DINNER MEETING – NOVEMBER 12 / 12

*Please note the change from the regular meeting night and location.* The November Annual Dinner Meeting will be on Tuesday, Nov. 12, 6:30 p.m. at the Olive Garden on Merritt Island. We are fortunate to have as our guest speaker Seth Bramson, the noted Florida East Coast Railway historian. This will be a great opportunity to see and hear Seth talk. Please bring family, friends, etc. Please make reservations. Call Chuck Billings, 783-7049. If no answer, you may leave a message.

## PRESIDENT'S MEMO TO STOCKHOLDERS

It is time for our annual dinner meeting. We have had some really good speakers with interesting programs and this should be no exception. I am very glad that Seth Bramson will be able to be with us this year.

I want to thank Hal Greenlee for our really great slide and video show last month. Hal brought his own high tech video projection equipment and really put on a great show of steam during the recent National Convention.

Election of officers will be next month. Jim Sleeth is chairing the nominating committee again this year. Please consider accepting nomination for office when approached or, better yet, call Jim (267-5839) and tell him you would be willing to serve. I might add that after serving five years as president, I will not be running again. Since becoming president, I have assisted the newsletter editor in the baggage car by getting the printing done, folding, stapling, applying labels and stamps, and mailing the newsletters. I will continue to do this to help out. For which our newsletter editor would say, "thank goodness!"

We will have another book to raffle, *Steam Power 1848-1956* by C. T. Knudsen. This book is in good condition, has lots of good pictures and interesting text plus a 46" fold out picture of a Baldwin 1929 4-8-4, Chicago & North Western steam engine and tender. A nice book to have.

Those of you who missed the Saturday, October 19<sup>th</sup> program at the Cocoa Library by Les Standiford, author of *Last Train to Paradise*, missed a really good program. He presented stories and history of Henry Flagler and his building the railroad to Key West. There were five chapter members at the program.

I hope to see you all at the Olive Garden on Tuesday evening!

Until the 12<sup>th</sup>,  
Stop, Look, & Listen,  
Chuck

## MINUTES FROM THE OCTOBER MEETING

The minutes of the October meeting will appear in next months newsletter.

## STACK TALK

by Neil Moran

I'm going to start off with news from a country that is bringing back steam excursions, and that country is South Africa. The South African National Railway and Steam Museum (SANRASM) has been doing all it can to run steam safaris over the past several years. Hard work and dedication by this group has steam trains running just about all year long. Presently they have six locomotives in service, ranging from a Beyer Peacock-class Garratt,



to a 4-8-4 25NC class, along with a 4-8-2 10th Class and two Ten-Wheelers, 6A Class. The major problem is trying to keep thievery off the property. Regardless of how much security is applied, thieves manage to break in and steal copper tubing, along with other accessories, from both engines and rolling stock. Stealing has reached epidemic proportions, and the Museum is beside itself trying to protect its equipment. The main reason the SANRASM can run their excursions is that Spoornet, the South African railway system, does not charge them exorbitant rates for insurance like we do in this country. Also, when they run on their own track, little insurance is needed.

Heading way up north into Canada, here is some steam news to whet your appetite. The #2816 Hudson ran some trips out of Banff, Alberta last month. I don't know the destinations, but probably over to Calgary where they can turn the locomotive. I'll have more details on these trips next month for you.

While over at St. Thomas, Ontario, Tom Payne has received inquiries about the #2100 ex-Reading 4-8-4. Mr. Payne is totally fed up with all the bureaucracy he's had to face since restoring the Northern to running condition. The museum's former Essex Terminal #9 ran some short excursions during September and October down to Seldon on weekends, pulling two coaches. Some additional good news out of Toronto, #6213 has been moved on a flatbed truck from Exhibition Park in Toronto to the former John Street roundhouse facilities. The ex-Canadian National 4-8-4, called a "Confederation" type in Canada, will soon be put into one of the stalls with the tender alongside. Possible restoration should begin over the winter months by the Toronto Railway Historical Committee.

Now for some bad news just in from British Columbia. Plans to run excursion trains this past summer and fall to raise money to restore the historic Royal Hudson were cancelled due to post September 11 insurance tabs that approached \$100,000. The Squamish, B.C. based West Coast Railway Association took over the Royal Hudson from BC Rail on April 3, and planned to operate trips from June 26 to September 8 on a five-days-a-week schedule out of North Vancouver to Squamish. Craig McDowell, Chairman of the Save the Royal Hudson Committee, and his committee spent six weeks putting its business plan together, but the one quote for insurance was eight times higher than they had budgeted for. So chalk one more restoration project shot down by spiraling insurance rates.

The Spirit of Kamloops is back on track. After eight years of painstaking preparation, and more than 80,000 hours of volunteer labor, the Kamloops Heritage Railway Society has fully restored their ex-C.N. 2-8-0 #2141. The locomotive, built in 1912, pulled several two car trains on a ten mile journey from the C.N. Heritage station across the Thompson River to the CN junction at Halston, and back again. The Society is close to signing an agreement or a longer excursion to Armstrong on a line leased to the Kelowna Pacific Railway for freight purposes on the C.N.

Heading down to our country I just received excellent news about the last run of the #1522 out of St. Louis on the 28-29 of September. The Mountain class 4-8-2 ran very well indeed, leaving St. Louis each day around 8 a.m. to head for Newburg, Missouri, over BNSF territory. Like the professionals they are, the railroad put the diesel assisting at the rear of the train so that riders and chasers were looking at a steam train out of the 1940s. With thousand of people chasing and riding, the #1522 gave her all thanks to a great crew. The only times she made unscheduled stops were to let passing freight trains go by, or meet with a freight. Otherwise she flew like an eagle over the old Frisco line. There were several run-bys for the passengers, and from what I hear the crew really put on a great show, especially the run-bys at Newburg each day after they had serviced the #1522. On her last day of operation (Sunday), the crew made sure they made plenty of smoke and whistle-blowing for the riders, chasers, and people who came out at various grade crossings. Due to running up the backs of freights and other meets with oncoming traffic the #1522 didn't get into St. Louis until very late that night. But no one complained, everyone had a grand time. Monday, the next day, the locomotive was moved into the St. Louis Transportation Museum. She stood their panting like an old dog who had done its duty to the fullest, now to await the final indignity of having its fire dropped, for the last time, and her steam released from her cylinders. My good friend John Biehn told me it was like watching something die as steam escaped on the final blow down. It took about fifteen minutes for all the steam to come out and then she was quiet and did not move, waiting to be towed onto some track. Hardly the proper ending for such a vibrant engine. Will we see her run again? Who knows, rumors were running wild. The death of any steam locomotive is always a sad sight to witness, and we can thank the insurance rates for her demise. (Curses!)

Traveling out to the 'left' coast and getting back on track, three former Southern Pacific 4-6-2s in the San Francisco area are making some good news. We need it after reading the above paragraph. I could call this the rejuvenation of the Andrew Sisters. (Pamy, Maxinne, and Laverne) only we'll call them #2467, #2472, and #2479. The two Class P-8 Pacifics #2467 and #2472, built by Baldwin in 1921, are in running condition at the



U.S. Navy Station at Hunters Point, San Francisco, while Class P-10 #2479 is still undergoing restoration at the Santa Clara County Fairgrounds in San Jose. The most convenient line to operate these Pacifics is the former Southern Pacific Bay Shore Line between that city by the bay and San Jose, a distance of 50 miles. However it is the property of Caltrain, a division of the California State Transportation Authority, which uses it for their commuter trains. Presently, running excursion is pretty tricky as Caltrain is in the process of converting the line from two to three tracks, and does this work mostly on weekends. Still, the steam groups, the Pacific Locomotive Society for #2467 and the Golden Gate Railroad Museum for #2472, are negotiating with excursion sponsors and Caltrain for some sort of "time slot" to run this fall. Caltrain's staff has been friendly in these negotiations, and is trying to cooperate with the groups. Back at Hunters Point, the GGRM has a well-equipped shop building for the #2472 for many years now, but unfortunately #2467, a recent arrival, still sits outdoors until their other shop building is completed. The third sister, #2479, stands outdoors at the Santa Clara County Fairgrounds in San Jose. That group, the volunteers of the California Trolley & Railroad Corporation, are about halfway through the rebuilding of the Pacific. The boiler work is almost finished with all new flues and tubes. Still remaining is the work on the smokebox, firebox, and cylinders. As for the running gear, the drivers are being sent out to the Tennessee Valley Railroad Museum for turning. The pilot and trailing trucks have rebuilt journals and new bearings. Most of the appliance have been repaired with the feedwater being completely rebuilt. The cab will get new flooring, plus repairs to the metal sides and roof. The tender rehab is almost complete and needs painting. The CTRC plans to rebuild a new locomotive service shop a part of a complete new railway museum that includes a roundhouse, water tower, and turntable. The parts for these structures are already on hand, salvaged from abandoned S.P. facilities in the Bay Area. The big problem facing this group is where to put all this equipment. The county has other plans for the fairground, so the CTRC hopes to build on a section of land nearby. For the future, steam operations, the CTRC has no rolling stock or a guaranteed operating line. But that's down the road. Right now they're worried about getting the #2479 back on track.

Moving over to Tucson, Arizona, this past September 10 the Historic Locomotive #1673 Task Force dedicated its 2-6-0 after years of hard work and determination. Ex-S.P. #1673's new home was officially dedicated. The locomotive was built at the Schenectady shops in 1899. She was one of one hundred and five Mogul types of the M4 class. It arrived at Tucson in 1900, and worked mostly in southern Arizona in the Tucson area, but also ventured into Mexico, working both freight and passenger service. In 1954 she appeared in the film "Oklahoma," and then retired in December, 1954. It was then moved to Himmel Park, which was not fenced in, and vandals removed most of the cab equipment. A fence was erected but still the engine had vandals attacking it. Finally in 1992 the "1673 Task Force" was established with the hope of cosmetically restoring and finding a permanent home for the engine. So after ten years of hard work, last September it all came to a culmination when over 200 people came to the dedication ceremony and saw the #1673 moved to its new home in downtown Intermodal City.

Heading into a seriously troubled area, the East Broad Top Railroad is indeed in big trouble. Five year efforts to obtain financial aid ended as owner Joe Kovalchick flatly refused offers to buy the railroad, and further declined to negotiate access agreements to buildings to be repaired with public funding. With the Allegheny Ridge Corporation funding of one million dollars in transportation enhancement program (TEA-21) money was obtained from the Pennsylvania Department of Transportation in 1999, plus an additional one million dollars applied for this year. A separate group, the "East Broad Top Acquisition Company," had come forward with \$ 2.5 million for the 20% required by the TEA-21 grant to buy the railroad from Mr. Kovalchick. They would retain the rights of the EBT. The group would, as private investors, move the historic property from private to public ownership. Since that was refused, and given the long term money needs would have been the only solution. Now that support is gone!! Mr. Kovalchick now faces termination of the railroad. He claims he'd rather scrap the railroad, saying he could get \$2 million rather than the \$1 million offered by the East Broad Top Acquisition Co. Half of his fleet of Mikados are down, and the two remaining are questionable. Supposedly there are two special railfan days that are chartered during the week when the railroad is not operating. However, the two dates are now in question. The EBT has been owned by the Kovalchick family since 1956. Nearly all the facilities are still there, but now badly-needed money for rehabilitation will not be coming in. I'm afraid because of foolish pride, Mr. Kovalchick has missed the last train.

Ending on a good note, the Buffalo Central Terminal, which opened its doors in 1929, only to close them back in 1979, may be coming back to life. Owned by the nonprofit Central Terminal Restoration Corporation since 1997, the station is getting a full face lift. Nearly one million dollars worth of Erie County funds were provided for rehab work, which included a new roof, sealing broken windows, and a thorough cleaning of debris from its interior. The station lay in a decayed condition since its close in 1979, and suffered from vandalism, public apathy, and total disregard for the structure. There is a strong chance the main concourse may be opened to the



public in 2003. This Art Deco masterpiece deserves a better fate than it got, and fortunately the CTRC is coming to the rescue.

One more bit of good news if I may, the NRHS has awarded grants to ten preservation organizations. Some of them include the Collis P. Huntington Chapter for restoration on their C&O 2-6-6-2 and water tank, Heritage Museum in Libby, Montana for work on their Shay #1643, \$5000; Friends of the EBT will get \$5000 for work on combine car #16. (They'll need it.)

And now for all the people who took the time to end me some of the news you just read about: Steve Barry (Railfan & Railroad Magazine), John Biehn (Dayton RR Society), Don Clark (Dayton RR Society), Ed Emory (Toronto, Canada), Bruce Russell (NRHS-NY) and your most obedient servant in steam,

UNTIL OUR TRACKS CROSS AGAIN.

### THE "EXTRACURRICULAR" ACTIVITIES AT THE NATIONAL CONVENTION

by Neal Moran while undercover

The only sour note at the convention and which had nothing to do with the people in charge, was an unadvertised steam trip with the #3751 pulling a photographers' special on Friday, August 23. I had heard about this trip back in June from a good friend of mine. He also told me not to mention this in my column till after it had run, as he feared a serious backlash from the person who organized this trip. I won't mention this person by name, but you all know him from his many video productions that flood the market. So, I'll just call him the "Heartburn Kid." You take it from there! We first met him up on Cajon Pass waiting for the #3751 to crest the summit. I asked him what about his photographers' special; and he replied with a straight face, "Gee, this is the first time I'm hearing about this." He must have thought that I just arrived on a space ship from the planet Pluto. Smiling, I walked away back to two of my friends who accompanied me on this trip. Telling them what the "Heartburn Kid" had told me, one of them said, "I know him better than you do, so let me talk to him later." At another location we set eyes on him and my friend went over to him, asking about this upcoming run. Again, he got the same answer I got, pleading no knowledge of any trip. We met again the second day of the trip out to Williams with the same results. The day before the #3751 was to pull this run, we accidentally met in a diner at breakfast time. My friend then went over to the table where he was sitting with his followers, and again asked him the same question. Having nowhere to run this time, he finally relented a bit by saying "If you meet me here at 8 a.m., I'll give you and your friends the information you request." Well, the next day we went over to the diner to meet the "Heartburn Kid," only to discover he was nowhere to be found. We had our breakfast and drove to the station. Upon our arrival at the station we notice an unusual amount of cars there. In talking with a Grand Canyon employee, we found out that he had chartered the railroad for a 4 a.m. departure up to the Grand Canyon. Again we were deceived by the master. We followed the #4960 up to the Grand Canyon, getting photos of her at several locations. I knew that the #3751 had to meet the #4960 somewhere at a siding where the two trains had to pass. Leisurely, we drove down to this spot and sure enough, members of the Grand Canyon Railroad were clearing the siding. Getting no information from the crew while also spotting a truck filled with water to obviously replenish the tender of the #3751, we drove up a half mile to a spot waiting for the engine to come into this location. At the time she was having several run-bys for the 40 odd people on board. As it came past us, pulling into the siding, we got our photos, then proceeded to the grade crossing. Stopped, all of us had a chance to shoot the locomotive. Our hero spotted this and ran up to the front of the engine to place a sign on the pilot of #3751 with his name on it, figuring we would all stop shooting. What our clever fox didn't count on was the wind whipping around the open desert. It promptly blew the sign off the pilot, much to his chagrin. He waddled after it once again, placing it on the pilot once more. No sooner had he placed it there when the wind blew it off again. Everyone laughed in delight. Our truthful friend gave up in disgust as we merrily fired away with our cameras. As the train continued down to Williams, our group got some more pictures, much to the chagrin of our frustrated "Heartburn Kid." I found out later that several people at the convention got wind of this KGB operation and were really quite upset that such an event took place without their knowledge, and were going to voice their opinion. Only a select number of people were asked on this trip from the very select list of this video photographer. The train was made of the #3751 and five ex-S.P. coaches with the Grand Canyon livery on their sides. About ten or more people were invited from Europe and the rest from scattered sections of this country. All were sworn to secrecy under penalty of being sent to a concentration camp if the secret got out. Also, any film that was shot on this trip could not be shown to any group or sold to anyone for an admission charge before the unveiling of his epic, probably coming out in the fall. By the way, the price for all this secrecy was \$550. Rather exorbitant, don't you think! But then again, 40 people didn't think so.



Now this writer doesn't make any comments about steam activities that generally take place. I only write about them, telling you what is happening, and it's up to you to make your own decision. Just let me say that if you bother to buy this tape just remember all the deception that took place in the making of this tape, and how he deceived so many people in accomplishing this video. The decision is yours! By the way, Pentrex was out there too; you might want to look into that also.

Now, getting back to people who work above board and are professionals, everyone who participated in the operation of this convention did an outstanding job right down to the car hosts and the people who sold hats and T-shirts. The accommodations were first rate at the various hotels, and the Grand Canyon NRHS chapter bent over backwards to help anyone. Then too, BNSF is to be thanked for all their cooperation. Without them this operation would not have taken place. And last but not least, the tireless crew that put in so many hours to keep the #3751 in prime condition to put on such a fine show. Hats off to one and all!

### INTERESTING RAIL NEWS

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

#### **CSX reports increased phosphate, fertilizer traffic**

CSX has notched a 10% increase in revenue from phosphate and fertilizer traffic generated in Florida, the railroad said yesterday. Carloads are up 8% over last year, an increase of 26,000 cars. The railroad credited the increase to its efforts to get closer to customers and better meet their needs.

#### **Spike-shaped tower to rise over UP's North Platte, Nebraska yard**

Construction may begin later this fall on the 15-story Golden Spike Tower and Visitors Center planned to rise over Union Pacific's Bailey Yard in North Platte, Nebraska. Tower organizers initially planned to break ground on the structure last fall, but decided to wait until they had all of the necessary \$6.3 million funding in hand. Last week officials announced that they had secured all of the funding, the *Omaha World-Herald* reported. The spike tower could host its first visitors in the spring of 2004. The 150-foot structure will have three observation levels that can accommodate 30 visitors each. At each level, visitors will listen to an audio presentation and see locator maps that describe locations within the yard and what role each location plays in its operation. UP has been an enthusiastic supporter of the project.

#### **Florida East Coast route eyed for commuter trains**

South Florida commuter line Tri-Rail is interested in purchasing 80 miles of Florida East Coast's main line through Miami-Dade, Broward, and Palm Beach counties, the *Sun-Sentinel* newspaper reported. FEC told the newspaper that it was open to looking at such a proposal. Commuter service would be 10 years away, Tri-Rail officials said.

#### **Nickel Plate Mikado to haul Indiana excursions in next month**

Indiana Transportation Museum was scheduled to operate an all-day excursion between Indianapolis and Tipton, Ind., on November 2 behind Nickel Plate 2-8-2 No. 587. The train, planned to feature Louisville & Nashville diner No. 2778 and Nickel Plate business car No. 1, planned departure was from Hobbs Station at the Museum in Noblesville at 10 a.m. The morning ride planned was for a round trip from the Museum to the 38th Street

crossing in Indianapolis. At 1:30 p.m., the train was planned to departure from the Museum for a round trip to Tipton.

#### **Fall travel deals available on Amtrak**

Amtrak is offering discounts for travel on its West Coast trains, as well as for passengers who purchase tickets with MasterCard. Passengers who book trips on the Cascades in Washington and Oregon, or the San Joaquins, Capitol Corridor, and Pacific Surfliner routes in California, can save 35% when they book online through November 11 and travel through December 13. Passengers who use MasterCard to purchase their tickets online will receive a 35% discount for tickets bought through October 31 for travel between October 18 and February 28. For details on both promotions, see [www.amtrak.com](http://www.amtrak.com)

#### **GE wins orders for up to 250 Dash-9 locomotives**

General Electric won orders for 200 to 250 new Dash-9 locomotives during the third quarter, the company announced October 11. The orders, worth nearly \$500 million, were part of \$1 billion in locomotive, maintenance services, and signaling orders in the third quarter. GE did not name the Dash-9 customers, but an industry source said Norfolk Southern may order as many as 100 Dash-9s. NS already operates almost 1000 of the 4000 h.p. Dash 9-40C type.

GE has not said how many locomotives it expects to turn out at its plant in Erie, Pa., this year and in 2003. But union officials told the Times-News of Erie that about 460 locomotives will roll out of the plant this year, and that they expect next year's total to be about the same. Last year GE projected it would produce 350 locomotives this year.

GE's signaling unit signed a \$63 million contract with the Maryland Transit Administration for a wayside and car-borne signaling and field communications system, and completed its acquisition of certain assets from Railway Technologies Inc., furthering GE's expansion into remote control yard switch products.

#### **Fall travel deals available on Amtrak**

Amtrak is offering discounts for travel on its West Coast trains, as well as for passengers who purchase tickets with MasterCard. Passengers who book trips on the Cascades in Washington and Oregon, or the San Joaquins, Capitol Corridor, and Pacific Surfliner routes in California, can save 35% when they book online through November 11 and travel through December 13. Passengers who use MasterCard to purchase their tickets online will receive a 35% discount for tickets bought through October 31 for travel between October 18 and February 28. For details on both promotions, see [www.amtrak.com](http://www.amtrak.com)

#### **Tampa streetcars running again**

A restored streetcar line opened Saturday, October 19 in Tampa, Fla., 50 years after the city scrapped its streetcar system. The yellow TECO streetcars link downtown with the Ybor City entertainment district. The \$53 million project includes a 2.3-mile route with 10 stations. The line's seven cars run every 7 to 15 minutes between the Marriott Waterside Hotel in downtown Tampa and 8th Avenue/20th Street in Ybor City. The line is initially expected to carry 950 riders daily; a mile of track remains to be completed.

#### **Quotable**

"There is a light at end of the tunnel for the market, but it's an Amtrak train and we're not moving." -- Scott Curtis, head of U.S. equities trading at Credit Lyonnais, quoted on [CBSmarketwatch.com](http://CBSmarketwatch.com) this week regarding the state of the stock market on Monday and its likely course over the next week.

"As many of you know, I had a very good time traveling out to the West Coast last week. The Capitol Limited ran well....The Builder is a spectacular trip, and the CP and the Santa Fe (I mean BNSF) really do a great job. I met hundreds of dedicated Amtrak employees who are committed to serving our passengers well and to maintaining a strong company, and it made me proud." -- Amtrak President David L. Gunn, writing in an October 4 memo to employees.

"In the old time, you arrived at Pennsylvania Station at the train platform, you went up the stairs to heaven. Make that Manhattan. And we shall have it again." -- Former U.S. Senator Daniel Patrick Moynihan, D-N.Y., regarding the deal between the Postal Service and New York State to transform the Farley Post Office Building into a new Penn Station. Moynihan has championed the project for years.



"We are giving it one hell of a shot. There is no reason to believe we can't save it. I don't even want to suggest it can't be saved; you can't replace this bridge." -- James Eppley, a structural engineer with the Pennsylvania Department of Conservation and Natural Resources, quoted in an Associated Press story about the Kinzua Viaduct. The 2053-foot-long span was ordered closed to rail traffic in June, and to pedestrian traffic in August, after state officials concluded the span may collapse in high winds. The state is considering spending \$10.8 million to strengthen the 301-foot-high bridge in northwestern Pennsylvania and enable it to once again haul Knox & Kane steam excursion trains. The structure, when built in 1882 to span the Kinzua Creek valley, was reputed to be the highest bridge in the world. Tucked away on an obscure branch of the former Erie Railroad, the structure now is on the National Register of Historic Places and is a National Historic Civil Engineering Landmark.

"It's ironic that President Bush's lack of support for Amtrak is contributing to the fall of a company that his great-grandfather helped make a success. President Bush and Congress can change this...by working to give Amtrak the funding it needs to rebuild." -- Stu Nicholson, administrative director of the Ohio Association of Railroad Passengers, regarding the near demise of Buckeye Steel Castings Corp. of Columbus, which has suspended operations. The company, an OARP corporate member that supplied passenger car components to Amtrak, began 121 years ago as the Murray-Hayden Foundry. President George W. Bush's great-grandfather, Samuel Prescott Bush, was president of Buckeye Steel from 1907-1927.

## PROGRAM MANIFESTS

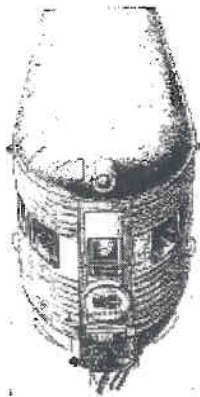
### *UPCOMING CHAPTER PROGRAMS*

NOVEMBER – Annual Dinner Meeting – **Tuesday, Nov. 12, 6:30 p.m.** at the Olive Garden on Merritt Island – Seth Bramson, popular author/historian of the Florida East Coast Railway will be our guest speaker.

DECEMBER – MONDAY the 9<sup>TH</sup>, 7PM. – Program to be announced at upcoming meeting.

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

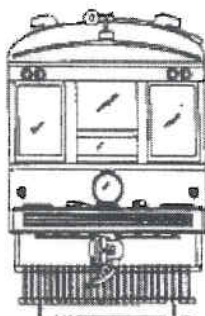
DECEMBER – SATURDAY the 7<sup>TH</sup>, 9am - 2pm. Train & Toy Show, Eau Gallie Civic Center, 1551 Highland Ave, Melbourne. Admission - \$3.00. Children under 10 free with parent. (321) 453-4125.



<http://www.ribbonrail.com/art/images/suprchif.gif>

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**NEXT MEETING: Tuesday, Nov. 12, 6:30 p.m.**

Olive Garden Restaurant  
Merritt Island  
PROGRAM: Seth Bramson

Bob Selle  
1013 Woodsmere Pkwy  
Rockledge, FL 32955

