

The *EAST COAST CHAMPION*

November 2004

ANNUAL DINNER MEETING ON NOVEMBER 8

The annual dinner meeting will be on MONDAY, NOVEMBER 8, ^{7 PM} 8 PM AT THE FABULOUS FIFTIES DINER, 1120 CLEARLAKE ROAD, COCOA. Model railroader, and serious UP rail enthusiast, Mike Brock presenting some of his videos will do the dinner presentation.

PRESIDENT'S MEMO TO STOCKHOLDERS

The dinner presentation will be Mike Brock presenting some of his videos. I hope all went well for those who saw the layout of John Shankland in Melbourne.

Hope to all at the dinner meeting.

Regards to all,
Walter E. Smith

MINUTES FROM THE OCTOBER MEETING

Minutes for the October meeting will be printed in the December newsletter, as the November meeting is a non-business meeting, so all that is said and *done* will be kept off the board.

ELECTRIC NOTEPAD

by fellow Chapter member Dave Klein

Hello out there! Apparently there was a problem with the floppy disk that I sent to Jim a few months ago: I could have just sent a copy for March, but would have compressed my schedule of writing these things for the "even-numbered months". So, I'll try to get back on track (good, eh?) by updating the missed Notepad and continue on. As this is still my first Notepad for the New Year, let me belatedly say that I hope you all had a good holiday season and Santa was good to you and yours. Santa left me a few more Corgi PCC models, but he still stiffed me my Lamborghini; hey, I'll take a Toyota Prius or whatever electric car Detroit decides to build.

It looks like 2004 will be a good year for electric railways. From my friends in *The Electric Railway Clubs of Florida* comes info summarizing the news: Houston started their Light Rail system. Seattle started construction of their Light Rail system. Canal Street in New Orleans will see streetcars again in the next few months; testing of the new cars on the line is taking place as we speak. The AirTrain into New York's JFK airport has started operations. Minneapolis' Light Rail system is scheduled to open this month (April). The last map of their system that I saw doesn't show it coming near that city's trolley museum by Lake Harriet, but some day I'm sure they'll see some fantrip operations, if feasible.

To further catch up with some of my ramblings of the past few months, comes word from the ERCF that some of the now surplus PCC's in Newark will be sold to San Francisco to be used on their F Line. They will be furnished with ADA wheelchair lifts, a front trolley pole, and re-enabling their back-up controllers for shop moves. Repainting the cars in the color schemes of former PCC cities will probably continue. New York City will hold onto a number of the "Redbird" subway cars. A few will be taken to the MTA's transit museum and a set of six will be refurbished for "movie service" similar to Chicago. Tampa's single-truck Birney car now has the parts to fix its' brakes; it could not carry paying passengers without brakes. Good idea. Would you believe that they found two more Tampa single-truck Birney bodies? The cars were last used in St. Petersburg. The \$500 million indemnity insurance required by CSX was reduced to \$100 million and the CSX crossing guards will be replaced with a video system under control by personnel at the TECO carbarn about a block away. Ridership on the Tampa system has exceeded predictions, but the critics are complaining that the farebox doesn't cover costs, requiring subsidies. Duh! There isn't a transit system that doesn't require taxpayer support; of course, airports and highways are self-supporting, right?

I see that a group has been selected for the high-speed train that has been mandated by Florida law. The visit by the Bombardier Turbo unit a few weeks before probably sealed the deal. Both Fluor and Bombardier have good track records (sorry again) in the rail construction field and could deliver, but wait until the actual routes are surveyed and the real costs are known. The losers in the bidding, Global Rail Consortium from Korea, are protesting the award and is delaying the start of construction. The ERCF also reports that Tri-Rail is operating the Colorado DMU (Diesel Multiple Unit) between MIA and Magnolia Park as Trains P608 and P613. Hey, they may not be electric, but this is the foot in the door.

Now here's a system that is being touted for the future and the citizens don't complain about the costs: a new mag-lev train is being tested in Japan and has hit a new speed record. According to the IEEE publication *Spectrum*, a three-car test train reached 361 mph over an eleven mile segment of their test track. The cars contain liquid-helium-cooled superconducting electromagnets that react to the electric coils in the walls alongside the trough-like track. The tests by the Central Japan Railway are for a proposed high-speed link between Tokyo and Osaka and is expected to take about an hour for the 311 miles between them. How far is it between Tampa and Daytona?

Did you ever notice in those helicopter views of Michael Jackson's Neverland Ranch, a major building is a railroad station? And have you noticed that there's track on one side? Unfortunately, I've never seen anything on it.

The Winter Issue of *Invention and Technology* has a brief article on the collapse of the Kinzua Viaduct. The article shows what it looks like after it fell.

Okay, I think I've caught up a bit. See you next time!

INTERESTING RAIL NEWS

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

UP orders new locomotives from GE, EMD, and NRE.

OMAHA, Nebr. – Union Pacific yesterday announced orders for 315 diesel locomotives meeting Tier 2 EPA emissions standards. The units will be EMD SD70ACe's and General Electric GEVO's. The exact split per builder has not been announced. Delivery is anticipated to be in first half 2005.

In addition, the railroad, which has already signed a lease with RailPower Technologies for at least one Green Goat hybrid switcher, is acquiring a prototype "Truck-Engine Switch" (TES) from National Railway Equipment Co. of Dixmoor, Ill., for yard work. The TES will use two diesel engines developed for large, over-the-road trucks. Both the Green Goat and the TES are expected to reduce nitrous oxides (NOx) and particulate matter by 70 to 90 percent.

KCS to acquire Green Goats for two Texas yards

KANSAS CITY, Mo. – Kansas City Southern received a signed contract with the Texas Commission on Environmental Quality (TCEQ), formalizing a grant to facilitate purchase of two RailPower Technologies Green Goat locomotives, one for Beaumont, Texas, and one for Port Arthur, Texas. The grant is part of the Texas Emission Reduction Program and is valued at \$1.5 million.

Two of KCS's former Mid-South Rail GP10 locomotives, 1065 and 1067, which were part of MSR predecessor Illinois Central Gulf's capital-rebuild program at Paducah, Ky., are en route to Calgary, Alberta, where they will be rebuilt into Green Goats. They are expected to return in second quarter 2005. In addition, KCS plans to submit another grant request to TCEQ for more Green Goats for Beaumont, Corpus Christi, Dallas, and Port Arthur.

RailPower's Green Goat locomotives are powered by a large bank of recyclable lead-acid batteries, constantly charged by a small diesel generator. They cut oxides of nitrogen and particulates 80 to 90 percent, while reducing greenhouse gases and diesel fuel consumption 50 to 80 percent when compared with conventional yard switchers in the 1,000 to 2,000 horsepower range.

Closed Florida rail crossings clog roads, incur wrath

PALM BEACH, Fla. — Riviera Beach, Fla. Mayor Michael Brown had a clear message for the Florida East Coast Railway (FEC): “Tear down this barricade!” according to a story in the Palm Beach Post. And when the railroad didn’t listen, he did it himself.

FEC, unable to run trains to south Florida after Hurricane Jeanne knocked out power at many of its crossings. It required that 40 smaller streets throughout Palm Beach County and the Treasure Coast be closed to expedite shipments that included lumber, water treatment chemicals and construction material. FEC’s plan was to close “smaller streets” and have police officers or FEC workers direct traffic at critical crossings such as at Blue Heron Boulevard in Riviera Beach.

Tokaido Shinkansen Line celebrates 40th anniversary

TOKYO - Ceremonies were held Friday marking 40 years since the Tokaido Shinkansen Line opened, the pioneering bullet train service linking Tokyo and Osaka just ahead of the 1964 Tokyo Olympic Games, according to a story in *The Japan Times*. Events were held at Tokyo Station and Shin-Osaka Station, the end points of the 345-mile line.

Since opening Oct. 1, 1964, this original bullet-train line has carried 4.16 billion passengers and traveled almost 1 billion miles — enough to circle the globe 38,000 times. The trains currently carry about 360,000 passengers a day. The line has never had a serious accident, and boasted an average delay for departure and arrival of only 6 seconds per train in fiscal-year 2003.

When it first began, the Tokaido Shinkansen Line boasted 60 runs a day using bullet trains that reached a maximum speed of just over 130 mph. Today, the newest trains reach about 170 mph, cutting the ride between Tokyo and Osaka from 4 hours to 2 hours, 30 minutes; and increasing operations to 300 runs a day.

Taiwan to spend \$12 billion in 4 Years on railway and ports

TAIPEI, Taiwan - Taiwan’s government plans to spend \$12 billion in the next 4 years building railway lines and expanding ports to improve the island’s public infrastructure, according to a report from the Bloomberg.com Web site.

Spending on new railway lines and mass-transit rail networks will cost more than \$6 billion over the 4 years, according to a budget paper obtained by Bloomberg. About a third of the budget, just under \$4 billion, will be used to build new berths and improve the facilities in 5 ports.

The Taiwan government has allocated about 5.6 percent of its 2005 expenditure budget to enhance the island’s transport network. The government is also enhancing ports to cut shipping time, attract freight lines, and compete with the ports of Hong Kong, Shanghai and South Korea.

Amtrak’s Sunset Limited returns to full operation

WASHINGTON, D.C. — Once CSX completed hurricane-related track repairs to its main line east of New Orleans, Amtrak has restored its tri-weekly *Sunset Limited* service over its entire route between Los Angeles, Calif. and Orlando, Fla. The first eastbound train departed Los Angeles October 6. The first westbound train from Orlando will originate October 10. Washouts and roadbed damage to CSX’s main line between New Orleans and Jacksonville, Fla. — caused by the onslaught of hurricanes that struck the Southeast in September — prompted Amtrak to truncate the *Sunset*’s operation to a Los Angeles-New Orleans run, and at one point in September the eastbound train was terminating at San Antonio, Texas. A scheduled CSX track improvement project through December 3 will prevent *Sunset Limited* eastbound departures from Los Angeles on Sundays and westbound departures from Orlando on Thursdays from operating east of New Orleans.

The eastbound *Sunset Limited* from Los Angeles originating on October 10, 17, 24, and 31; and November 7, 14, and 28 will terminate in New Orleans instead of Orlando. The westbound *Sunset Limited* scheduled from Orlando on October 14, 21, 28; November 4, 11, 18; and December 2 will originate in New Orleans instead of Orlando. Service between New Orleans and Orlando is canceled on those days, except for the Thanksgiving holiday weekend. No alternate transportation will be available during those days.

Delayed CSX projects get green light

RICHMOND, Va. – About 100 miles of CSX's R&P Subdivision between Richmond and Washington, D.C. will get a \$65.7 million makeover, according to a story in the Richmond Times-Dispatch. CSX signed a construction agreement yesterday with the Virginia Department of Rail and Public Transportation that uses state rail funds to make long-needed improvements for a smoother and more predictable passenger rail network along the Interstate 95 corridor. While most of the work will occur north of Richmond, CSX officials said the agreement could spark other upgrades.

The state allocation will pay for 6 projects in the next few years that will add to CSX's track capacity, hopefully resulting in more reliable service for the passenger trains operated by Amtrak and the Virginia Railway Express commuter agency in northern Virginia. The first project could begin in mid-November in Stafford County, where \$5.5 million has been earmarked to build a connection between two tracks, as well as the installation of new signals between Quantico and Fredericksburg. Amtrak overnight trains and the Auto Train to Florida use CSX's RF&P Sub, ~~as do intercity trains from New York to Richmond, Newport News, and Charlotte. VRE operates commuter trains between Washington and Fredericksburg.~~

Elevated railway in Manhattan to become park

NEW YORK — An abandoned elevated railroad that snakes through the heart of Manhattan will become a park with \$27.5 million in new city funds, according to a story in USA Today. The 1.5-mile High Line, completed in 1935, once carried freight to warehouses on Manhattan's west side. Last used in 1980, it is now overrun with grass, shrubs and wildflowers growing between and over the rails and ties. The line runs for 22 blocks from West 34th Street to Gansevoort Street in the city's meatpacking district, offering views of the Hudson River and unique glimpses of the cityscape from its third-story vantage point.

The High Line was the southernmost leg of New York Central's West Side Freight Line, which ran along the western edge of Manhattan island adjacent to the Hudson River. Amtrak now owns and operates the line between the northern tip of Manhattan and Penn Station for its Empire Corridor trains. The elevated, unused High Line south of 34th Street was inherited by CSX after the Conrail acquisition.

BNSF establishes new logistics center

FORT WORTH, Texas - The Burlington Northern Santa Fe (BNSF) announced on October 11 it will establish a 38-acre "BNSF Logistics Center-Fontana" at the Kaiser Commerce Center 13 miles west of San Bernardino. Construction of the facility will begin in late 2004, with a scheduled opening in the third quarter of 2005. This facility will provide transload services for all types of commodities, including lumber, steel, those that require warehousing such as consumer goods, and bulk commodities.

UP installs new signs to improve crossing safety

OMAHA, Nebr. – Union Pacific is investing \$14 million in a major safety initiative to upgrade signs at railroad crossings without active warning devices. The initiative includes the installation of new high reflectivity crossbuck warning signs, emergency notification signs, and private crossing signs at more than 17,500 crossings throughout the railroad's 23-state system. UP expects the project to be completed by the end of the year.

Stop and yield signs, as well as active warning signals, are traffic control devices. Consequently, Union Pacific cannot install them without the permission and cooperation of a state or local road authority. In Wisconsin and Illinois, Union Pacific obtained permission to install stop or yield signs at all public crossings without crossing signals. In those two states, more than 600 crossings are receiving stop or yield signs, in addition to the new crossbuck warning and emergency notification signs. Union Pacific is also actively closing unnecessary and redundant crossings throughout its 33,000-mile system. Since 2001, more than 1,400 active at-grade crossings have been closed on Union Pacific lines.

Amtrak opens repair yard in West Oakland

OAKLAND, Calif. - Think of Jiffy Lube for trains and you'll get a sense of why Amtrak's big guns got excited Tuesday about the opening of its new \$71 million maintenance facility in the West Oakland, according to a story posted on the Pleasanton, Calif. website of the *Tri-Valley Herald*. The operative word here is jiffy, and that's good news for Amtrak's California *Zephyr* operating between the San Francisco Bay Area and Chicago, the Coast Starlight operating between Los Angeles and Seattle, the inter-city *Capitols* between the San Francisco Bay Area and the Sacramento area, and the San Joaquins operating to and from Bakersfield.

A specially designed system of parallel tracks and inspection pits will allow some of the 150 mechanics to replace a wheel set in an hour. A few hundred yards down the tracks, an entire train can be washed in 3 minutes. The new 22-acre facility replaces a 100-year-old shed, in the heart - and in the way - of the Union Pacific freight yard, once owned by the Southern Pacific. Previously trains had to have their heavy maintenance taken care of at Amtrak's Los Angeles facilities.

RailAmerica completes purchase of CSX Cincinnati to Columbus line

BOCA RATON, Fla. - RailAmerica announced that its subsidiary, Indiana & Ohio Central Railroad (IOCR), completed its \$8.6 million purchase of 107 miles CSX's Midland Subdivision between Cincinnati and Columbus, Ohio and a long-term lease of related real estate from CSX Transportation. The line will be operated as part of the IOCR network. IOCR connects with the Midland Sub at Washington Courthouse, Ohio, and also connects with RailAmerica's Indiana & Ohio Railway at Springfield, Ohio. IOCR anticipates moving approximately 19,000 carloads annually over the Midland Sub. Major customers are Cargill, Sabina Farmer's Exchange, Lowe's, and Weyerhaeuser. Primary commodities shipped on the line are agricultural and farm products, chemicals, and paper products.

Union Pacific donates Oregon bridge

OMAHA, Nebr. - Union Pacific announced it will donate an unused railroad bridge over the Willamette River to the city of Salem, Ore. UP has also agreed to establish a fund for maintaining the bridge over the next 4 years, and will donate land for a park and trail to reach the bridge's west side. UP's predecessor in Salem, Southern Pacific, stopped using the bridge in the early 1970s. The bridge has been the focus of attention for recreational uses for many years.

Steam group stunned by last minute cancellation of Michigan trip

OWOSSO, Mich. - The Steam Railroad Institute (SRI), the owners and operators of former Pere Marquette 2-8-4 No. 1225, was taken by surprise Tuesday, October 19, when a planned November 1 trip under steam from Owosso to Grand Rapids was abruptly canceled by CSX Transportation, according to the group's Executive Director, Dennis Braid. The locomotive was to appear on display in downtown Grand Rapids for the premiere of the new Warner Brothers animated movie, *Polar Express*. The 1225 had been used as the drawing board prototype for the animated movie locomotive.

The round-trip move to Grand Rapids, had been in the planning stage for more than a month and initially approved by CSX management, would have had the 1225 and 5 passenger cars on hand for the movie premiere and also be available as a static display in Grand Rapids, returning to Owosso later in the week. The schedule would have had the train run from Owosso to Ann Arbor on short line Tuscola & Saginaw Bay Railway, then on CSX to Grand Rapids, a total of about 90 miles each way. In a letter faxed to the group Tuesday from the company's headquarters in Jacksonville, Fla., CSX begged off, stating the move would divert critical assets away from the company's primary mission of meeting customer commitments.

Warner Brothers' animation department relied heavily on the 1225 to create a realistic steam engine for the motion picture. *Polar Express*, which stars Tom Hanks in a number of roles, including that of the train's conductor, is a Christmas tale adapted from the book of the same name by author Chris Van Allsburg. The Grand Rapids premiere of the movie is scheduled as planned for November 5.

Earthquake cause of first-ever Japanese Bullet Train derailment

TOKYO - The Toki no. 325 Bullet Train on the Joetsu Shinkansen Line was running at about 130 mph when the first of a series of earthquakes, the strongest at magnitude 6.8, caused it to derail in the Niigata Prefecture shortly before 6 p.m. Saturday, October 23, making it the first Bullet Train to ever derail, according to a story in *The Japan Times*. The train was carrying 151 passengers; there were no reported injuries. The line was opened in 1964.

"The train was running normally, when suddenly it swayed badly, and I almost hit my face on the back of the seat in front of me," said Eiichi Nakamura, 59, a worker from the city of Niigata. According to operator JR East, seismometers are installed every 12 or 13 miles along the line. When a seismometer detects a significant tremor, in less than 1

second the power to the trains is automatically cut off. But even after the system is launched and the brakes applied, a train moving at about 130 mph will still take 1 minute 45 seconds to come to a complete stop. The Toki No. 325, which had left Tokyo for Niigata at 4:20 p.m., was running on an elevated track about 2 miles from Nagaoka. Eight of the train's 10 cars derailed.

Former Santa Fe 4-8-4 on exhibit at Port of Los Angeles

SAN PEDRO, Calif. - Santa Fe 4-8-4 No. 3751 and a consist of vintage passenger cars were on at the Pacific Harbor Line yard at 6th Street and Harbor Boulevard near the Los Angeles Maritime Museum and Ports O' Call Village at the Port of Los Angeles. The train traveled from its home in San Bernardino, down the Alameda Corridor, and onto the Pacific Harbor Line Wednesday morning.

The event was part of an Educational Outreach Program developed by the San Bernardino Railroad Historical Society (SBRHS), owner of the 3751, and was designed to educate 5th grade students about railroad safety, history, and the continuing importance of railroads in today's economy. Fourteen classes from six local schools were expected to participate. To complement the event, the Port of Los Angeles offered free rides on its Pacific Electric red car operation throughout the weekend.

PROGRAM MANIFESTS

UPCOMING CHAPTER PROGRAMS

NOVEMBER - MONDAY the 8TH ^{7 p.m.} 8PM. Annual dinner meeting at the The Fabulous Fifties Diner at 1120 Clearlake Road, Cocoa. UP train enthusiast Mike Brock will talk and show videos...likely from *Out West*.

DECEMBER - MONDAY the 13TH, 7PM. To be announced.

CURRENT & UPCOMING FLORIDA EAST COAST EVENTS

DECEMBER - Train & Toy Show, Shrine Azan Temple, 1591 W. Eau Gallie Blvd. Melbourne. Admission. Children under 10 free with parent. (321) 453-4125.



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

November 2004

STACK TALK by Neil Moran

Well it's getting to be that time of year when most steam locomotives are being put away for winter's hibernation. However, last month there was a good deal of action taking place with special excursions and charters running on certain railroads. But before I get into that there is some headline news being made above the 39th parallel.

As stated in last month's column Tom Payne who is connected with the Elgin County Railroad Museum and various members of the Canadian Pacific Railroad have started serious negotiations to see if C.P. will buy his ex Reading 2100. Back on September 14th the two parties met and several feeler offers were exchanged. Tom Payne wanted an even one million dollars for the 4-8-4, and C.P. countered with \$800,000. At the end of the meeting that is where it stayed. But the two parties will meet again at a later date to see if they could iron out their differences. Mr. Payne cannot find a suitable place to run his engine, and C.P.'s Rob Ritchie is very interested in looking for a back up for the 2816. With the 2100 he gets a recently restored locomotive with not much work required. Tom Payne has had the former Reading engine steamed up several times this year and it seems there is nothing wrong with her. Already the "purists" are howling that if C.P. wants another engine why not look at the Selkirk type engine a 2-10-4 that sits at the entrance of the Heritage Park Historical Village in Calgary. This engine of course was built to run on the Selkirk division in the Canadian Rockies, hence the name. No. 5931 was built at the Montreal Shops in 1949 and is a late design of power. The problem here is that the "Selkirk" has not operated since its retirement in the late 50's. While cosmetic work was done recently, no one has checked out the interior of the locomotive such as the boiler, rods and wheels, cab etc. Then of course the tender needs a complete overhaul. In today's world it would cost over a million dollars for a complete refurbishing, plus !! Remember this engine has been kept outside since its retirement. The other C.P. engine considered might be the #1928 a 4-8-4 that resides in the National Museum of Science and Technology at Ottawa, Ontario. At least this engine has been stored inside since its retirement and cosmetically speaking is in fine shape. But who knows what condition she is in internally. Then too, how much would the Museum ask for a selling price, if indeed they would consider an offer? Certainly both these locomotives would be fine additions to assist the 2816, but at what cost. At least with the 2100 C.P. knows they are getting a machine in good working condition. Undoubtedly if this deal works out the railway will repaint the locomotive and do some fine tuning to make it appear like their engine. As stated before the "purists" will scream "What's an ex Reading engine doing on this railroad?" Truly they have a point, but as they say in politics, "Politics makes some strange bedfellows."

Meanwhile, back at the farm, the Southern Ontario Locomotion Society and the St. Thomas Central Railway operated two excursions back on October 2nd and 3rd. Essex Terminal Railway #9 and 0-6-0 Montreal built locomotive did the honors that pulled vintage equipment for this fall foliage tour. The train departed from Aylm with stops Tillsonburg and Courtland where passengers detrained to visit the local attractions. While at Courtland the railroad's famous "hobo lunch" was served. This trip proved to be a big success, and it seems the excursion will run again next year.

Moving further west we make our last stop in Canada at the Alberta Prairie Railway in Stettler, Alberta. They closed down their season with one final run with engine 6060 up to Big Valley on October 10th. The railroad had other trips planned up to the 16th but those were pulled by diesels. No. 6060 did not make any foliage run up to Edmonton in the fall, and now will be stored for the winter at Stettler. She is owned by the Rocky Mountain Railway Society, and they are very happy with its affiliation with Alberta Railway Society. As for the group's other engine #41 a 2-8-0 Consol, she made her last run back on September 25th and now has been stored in the engine house for the winter.

Since this column was written in early October I have not gone out to Sandpoint, Idaho to follow #4449 across to Billings, Montana that departed on October 10th. However in the December issue I will have a full report for you. From what I understand there will be an army of car chasers out in force. Maybe I should rent a Sherman tank to chase in !!

Staying out West for awhile former President George Bush and his wife along with former British Prime Minister John Major toured the California State Railway Museum in Sacramento, California recently. This was in conjunction with their tour through Oregon and California on a Union Pacific business train. Naturally present Governor Arnold "I'll be back" Schwarzenegger was there too. All the dignitaries seemed very impressed with the steam locomotives on display, plus other railroad rolling stock and artifacts. This is truly a first rate museum and has hosted two NRHS conventions in past years.

Heading to Felton, California on November 27-28 the annual "Mountain Man Rendevous" at the Roaring Camp & Big Trees RR are having a demonstration of 1840 trappers as they trade goods, demonstrate frontier skills and swap whopping tales of days gone by. Also included are rides behind the railroad's steam engine #1 a 1912 Lima two truck Shay. This six mile round trip will take you from Roaring Camp to Bear Mountain in the Santa Cruz Mountains. Along the way the Shay will encounter grades up to 8 ½%, pass directly through Welch Big Trees Grove in the California Redwoods. Also a spectacular mountainside switchback at Spring Canyon. Trains depart at 11 am, 12:15 and 2 pm. For more information call Blue & Gold Fleets Tele Sails at 888-25events or visit www.roaringcamp.com .

Heading east our next stop is the Blue Grass state of Kentucky. They have a fine museum at New Haven where it has over 4,000 square feet of artifacts and memorabilia depicting Kentucky railroad history. They feature an hour and a half operation that takes you through the very scenic Rollin Fork River Valley from New Haven to Boston, Kentucky. This run is over the former Louisville and Nashville tracks initially constructed in 1857. The museum operated its 1905 Rodgers built Pacific #152 every weekend in October with trips at 11 am and 2 pm. Besides the Rodgers 4-6-2 the line has some really fine vintage rolling stock which includes some L&N coaches, dinner car "Kentucky Colonel", ex-Southern Pacific Pullman solarium-lounge "Mount Broderick", and a 1910 Jackson and Sharp coach from the Bangor and Aroostook #100. How nice it would have been to be riding in one of those vintage cars sipping on a Bourbon and water or a mint julep and having traveling singers in period costumes coming through the cars singing "My Old Kentucky Home".

Up in Indiana, the Hoosier Valley Railroad Museum located in North Judson, Indiana is slowly restoring the ex-Chesapeake and Ohio 2-8-4 #2789. Currently the Berkshire is housed inside the railroad's museum backshop building. Most of the locomotive's appliances have been removed for cleaning or testing. Boiler tubing have been removed and replaced with new ones. However the boiler needs an estimated \$7,000 to repair, along with a back tube sheet. Then there is the right side sheet inside the fire box which is in bad shape. They estimate another \$20,000 to \$25,000 for its repairs. The museum is definitely moving forward on the project with funds in hand. But needs much more help if the task is to be finished. Kindly send your contribution to the Chesapeake and Ohio Hoosier Valley Railroad Museum, PO Box 75 North Judson, Indiana 46366-0075. This "Lady" belongs back on the rails.

Over at the Ohio Central Railroad they had a final fling of steam for this year back on October 2nd. The Akron Railroad Club sponsored a round trip between Sugar Creek and Morgan Run with engines #6325 ex Grand Trunk and former Canadian Pacific 4-6-2 Pacific. From what I heard things went smoothly and both engines performed well. Jerry Jacobsen has announced that the next "Rail Fest" will not be held until 2006 according to the Train Festival Planning Committee. At that time they plan to have a bigger event taking place. By the way, the last steam excursion held on October 2nd, passengers were invited into the shops to witness the progress of #33 a 2-8-0 ex L.S.&I. . After the work on the Consol is completed the ten wheeler #1551 goes into the shop for heavy repairs. She was built back in 1912 at the Montreal Shops and is an ex Canadian National engine.

The Tennessee Valley Railroad down in Chattanooga had a very ambitious fall schedule last month which even lasted into this month. The museums US Army Consol powered trains out of Chattanooga to Summerville, Georgia on October 2nd, 16th and 17th, 24th and 25th, 30th and 31st and ended on November 6th. Each trip started at 9 am and returned to Chattanooga around 7 pm. The reason they could run down to Summerville was the turning facilities there. No. 610 was built for the US Army in 1952. It was a workhorse and had very basic styling. If you can make it down for one of these excursions you should try and stay at the Chattanooga Choo Choo Holiday Inn where 48 passenger cars are part of the 360 room

hotel. Three of these passenger cars serve as a bar, formal restaurant, and meeting or banquet room. You can also ride in a former New Orleans trolley car built in 1924 that takes you around the complex.. Now this is living!!

The Western Maryland Scenic Railroad in Cumberland, Maryland is complying with the recent air quality problem issued by the West Virginia Department of Environmental Protection. The railroad was notified by certified mail a few months ago that they were in violation of West Virginia's code for statutory pollution due to the emissions from #734. This all started while the Consul was warming up on the tracks near the railroad's maintenance shop in Ridgeley West Virginia. The engine would then proceed over the north branch of the Potomac River into Cumberland. Local residents complained bitterly about the smoke, soot and smell blowing over their homes. Mr. Doug Beverage, operations manager stated "we'll work with the neighbors, and we want to be good neighbors with the people of Ridgeley.

The Keystone offers some good news. I will start off with the New Hope and Ivyland in New Hope Pennsylvania. The railroad sponsored fall foliage specials every weekend in October. These thirty-five mile two and a half hour trips were headed by its 2-8-0 Consol #40, a former Lancaster and Chester. All these runs go along the Delaware Canal, across the famous "Perils of Pauline" trestle, and through the rolling hills and valleys of Bucks County. October was prime time to go as the foliage never looked better. The railroad also announced some stunning news. They are restoring the National De Mexico #3028 built by Alco in 1946. While not as heavy as the famed Niagara's that were built for the New York Central, still they make an impressive sight. The N.H.& I. Railroad has recently established a Volunteer Locomotive and Equipment crew to assist the railroad in restoring several locomotives. No.3028 will be the prime objective, and they hope to have her restored and operating by 2006. Once that project is completed, next in will be the 10-wheeler #1533. Sounds like good things are happening down there. To join the group contact them for info at www.nhrrvolunteer.org.

In October and November the Friends of the Railroad Museum of Pennsylvania at Strasburg is holding some special events. On November 6th an event called "Trains and Troops" will take place. Featured will be people dressed up in military uniforms, railroad exhibits, patriotic music from the 40's with some of the music from the "Big Band Era". If you are old enough you might remember swinging Sammy Kaye, Tommy and Jimmy Dorsey, Gene Krupa, Benny Goodman, Horace Haight and his Musical Knights. Some of the vocalists will do their best to impersonate Betty Grable, Martha Raye, Peggy Lee, Betty Hutton, Frank Sinatra, and Bing Crosby. Some vintage cars should show up as well. Then of course one can board the Strasburg Railroad to ride behind one of his vintage locomotives to Paradise. What a fun day that will be. For most of you younger people under 40, don't even visualize what I have just written. But for you old poops like me, bring out your two toned suede shoes, zoots suits with a gold chain hanging half way down to the floor along with bow ties and pork pie hats. Ladies wear your saddle shoes, bobby socks, blouse and sweaters and poodle skirts. Afterwards your boy friend will take you down to the corner drug store for an ice cream soda or a coke. Now that was living!!

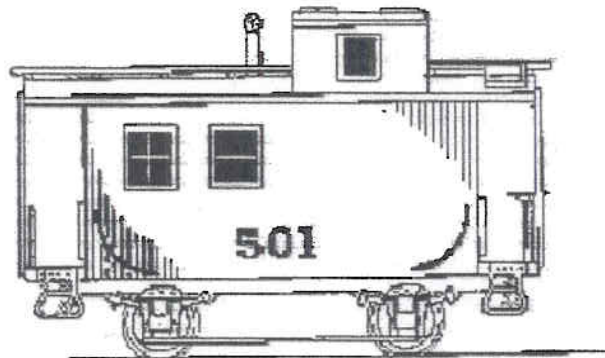
On December 11th it is "Home for the Holidays". Railroad engineers, firemen, conductors, and ticket agents will dress in period costumes of the 30's, 40's, and 50's. Plus you will hear seasonal music and see Christmas decorations in the museum and around the railroad property. Don't delay. Make you plans now. Call 717-6897-8628 of info at www.rrmuseumpa.org.

That ends our tour for this month. All of you have a wonderful Thanksgiving. Now it is time to thank the people who sent me the news you have just read. John Biehn (Dayton RR Society), Steve Barry (Railfan and RR Magazine), Ed Emery (Toronto, Canada) and you most humble servant in steam.

Until our tracks cross again.

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NEXT MEETING: Monday, November 8, 2004, ^{7:00 p.m.}~~8:00~~ PM
Annual Dinner Meeting
The Fabulous Fifties Diner on Clearlake Road
PROGRAM – Mike Brock videos