

The *EAST COAST CHAMPION*

October 2002

PRESIDENT'S MEMO TO STOCKHOLDERS

I want to make you all aware of what looks to be an excellent program at the Central Brevard Library in Cocoa (where we have our meetings) on Saturday, October 19th at 12 noon. The author, Les Standiford will introduce his book, *Last Train to Paradise* which is a story about Flagler and his railroad to Key West. He is sponsored by the Florida Humanities Council. A two-page flyer is included in this newsletter telling about the author and his topic. Please look at it, as I am sure it will pique your interest.

I want to make mention that the chapter "library" now has the book, *Field Guide to Modern Diesel Locomotives* by Greg McDonnell. This is the book the chapter voted to purchase at the August meeting.

I should have welcomed back "Stack Talk" by Neal Moran from summer vacation last month. It is always a pleasure to get the latest news in the steam world. Many of our readers have mentioned how much they enjoy "Stack Talk."

At the next meeting, we will have another book to raffle. Fred Rose has donated the book, *The History of the Western Railroads* by Jane Eliot. It is in "new" condition and has lots of really good photographs—old to recent. Thank you, Fred.

I want to thank Bill McCord for the interesting program and video on the Nashville, Chattanooga and St. Louis RR. Everyone enjoyed it. This month we are in for a real treat with Hal Greenlee planning to show us scenes from the National Convention using his "home system" of high definition projection TV. We have seen this impressive system once before, and it is amazing.

I am sure I will see you all at the next meeting.

Until the 14th,
Stop, Look, & Listen,
Chuck

MINUTES FROM THE SEPTEMBER MEETING

Chapter President Chuck Billings called the meeting to order at 7:07 PM on September 9, 2002. There were no guests in attendance at this meeting. President Billings did acknowledge the presence of Sam Kirschten who has not been in attendance for sometime.

Approval of Minutes – Jerry Sheehan offered a correction to July's minutes. Chuck Beckner won the June book raffle. Jerry Sheehan moved to approve the minutes as corrected. The motion was seconded by Dick Alkus and was passed.

Treasurer's Report – Bob Selle gave the Treasurer's report.

Book Raffle – Dick Alkus won the book raffle. The book was *Railroads of North America*.

Old Business – The book *Trains Magazine's Diesel Identification Guide* has been received for the chapter lending library.

New Business – Bill McCord reported that he had talked to the Brevard County trails coordinator and was told that the county is trying to acquire the abandoned FEC Maytown branch from Titusville northward. Bill reported

that there might be FEC artifacts worth preserving along the right of way. Bill proposed that the chapter consider adopting a portion of the trail for preservation of any artifacts left along it.

Book Signing – The writer reported that he had reserved 7 copies of the new edition of *Speedway to Sunshine* for chapter members at the Titusville Depot. There is still no estimate of when they will be available. The Depots proprietor indicated that the demand for the book has been high enough that he is ordering additional books.

Reports and Announcements – Hal Greenlee reported that he had attended the directors meeting at the NRHS national convention as an alternate director. The most significant item of business was that there would be a new youth membership with reduced member dues. He noted that there are currently about 15,000 society members but the membership is slowly declining. Hal rode two steam excursions in conjunction with the convention. Hal is preparing a presentation for the next meeting.

Program – Bill McCord gave an excellent talk on the history of the Nashville, Chattanooga & St. Louis that was accompanied by a video of current CSX operations over the old NC&StL mainline around Cowen TN.

Harlan Hannah, Secretary

STACK TALK

by Neil Moran

We'll start off this month discussing the recent NRHS Convention, sponsored by the Grand Canyon Chapter of NRHS. In my estimation it was one of the best conventions held in quite some time. It featured one of the finest steam locomotives ever refurbished, the ex-Santa Fe Northern #3751, built in 1927 by Baldwin. Also coming in for serious recognition are ex-CB&Q Mikado #4960 (Baldwin, 1923), and ex-Lake Superior & Ishpeming Consolidation #18. We must also pay special thanks to the BNSF organization for letting all this happen. With BNSF's support, the convention can be said to have actually begun at Los Angeles Union Passenger Terminal, where #3751 began its duties as power for the convention "special," running over BNSF trackage to the convention headquarters at Williams, Arizona. Granted, there were two Amtrak Genesis diesels behind #3751, but it was the big steamer that did most of the work, with the exception of some serious grades. We must also pay our kudos to the San Bernardino Railroad Historical Society for the meticulous restoration they did on this locomotive; the project was headed by Bob Kattel. This group did an outstanding job in making sure the #3751 had a successful run. The few times she had some minor problems, the crew was right on the job repairing the problems with great dispatch. This was indeed a four-star production! Not to be overlooked was the cooperation of the Grand Canyon Railroad. Both the #4960 and their #18 were primed and ready. Not only did both trains perform in their regular duties of hauling passenger trains up to the Grand Canyon which had no connection with the convention, they also participated with the #3751 in special photo run-bys the final day on the Grand Canyon Railroad.

Moving to our regular agenda, word has reached me from Toronto that former C.N. 4-8-4 #6213 now stored at Exhibition Park will be moved shortly on a flatbed to the C.P.R. roundhouse (John St.). Upon arrival it will be inspected to see just how much work has to be done. The roundhouse will be rebuilt and fourteen stalls will be worked on. The #6213 will moved into one stall while the tender will be put in another. Money has been accumulated for this move and refurbishing. When they dismantled the roundhouse, unfortunately a lot of the track was pulled up. Now part of this funding is going to the restoration of this track.

Over at the South Simcoe operation in Tottenham, Ontario their season is slowly winding down with some fall spectaculars running this month. The power they used this year was Ten-Wheeler #1057, a former C.P. engine built in 1912. Throughout this season she's been plodding along doing noble work as their other engine, 4-4-0 #136, has been laid up since the spring. The railroad has had a pretty good year so far, and these fall specials should bring some additional monies in to help rebuild the #136 for next year.

Unfortunately the Shay engine was out of service this year up at the Museum of Science and Technology. No word as to when the Shay will be repaired. Members of the Bytown Railway Society are always doing something in restoration projects, and have donated countless hours over the years in their efforts to restore equipment.

Moving on to the Far West, the Northern Counties Logging Interpretive Association (NCLIA), a nonprofit auxiliary of the California State Park system, has been trying to tell their story of redwood logging and railroading since 1977. They have restored several smaller locomotives such as a Gypsy type 0-4-0 (Fauk, 1882), and an 0-4-0 logging engine built by Marshutz & Cantrell. Now their attention is turned to the restoration of Pacific Lumber Company 2-6-2 #29, a 1910 Baldwin product. She worked in the woods around Scotia, California, hauling Douglas fir and redwood trees. Retired in 1961, she sat in a roundhouse as a backup for the diesel fleet. It has been under steam just 30 days since its last rebuild. When restored, the NCLIA will use her to power tourists around on the group's proposed Humboldt Bay Scenic Railroad between South Fork and Samoa, which is close to her old stomping grounds at Scotia.

Heading into the Midwest, the final trip of the Frisco #1522 is now official. By the time you have read this she'll have already had her fires dropped and headed into the St. Louis Transportation Museum, possibly into obscurity. Just this past September 28-29 it ran two farewell trips out of St. Louis to Newburg, Missouri on BNSF trackage. Both the 250 mile round trips on the former Frisco route operated under Amtrak auspices, which meant the group didn't have to pay an exorbitant \$50 million in insurance money. Since this was written in early September I do not know how the trips fared. However there is no doubt that both these trips were sold out. Is this the last time we will see this Mountain-class operate? The St. Louis Steam Train Association says that they are open to any inquiries about the #1522. The group was just overwhelmed by the increasingly difficult economic hurdles that presented itself as operators of this fine machine. We feel their frustration, and only hope that some "white knight" will ride to the rescue. Is anyone listening out there??

Up in Dairyland, the Mid-Continent Railway, which has been without steam operation for these past several years, will run diesel powered excursions on October 26-27 from North Freedom, Wisconsin, to Devil's Lake near Baraboo, via U.P.'s former Chicago & North Western main line. Proceeds from the trips will go for the restoration of the Museum's steam locomotives, now all down for repairs. Three round trips will run each day, plus a dinner train on Saturday that will run to the Wisconsin River Bridge at Merrimac. We wish them well on these excursions and hope they make a lot of money to help restore their greatly missed steam locomotives.

Some additional bad news to report. Lake Central Railtours of Hammond, Indiana, run by Ray Kammer, has announced it's canceling the excursion planned in the fall in Michigan with ex-Pere Marquette 2-8-4 #1225. This unfortunate situation was caused by lack of ticket sales. Hard to believe the railfans of the Wolverine State are not supporting this excursion.

This month right in our backyard the Susquehanna Historical Society is operating two excursions over the Susquehanna Railroad on October 12-13 and 26-27. These trips start out from Maywood station at 9:30 a.m., with a stop at Hawthorne to pick up additional passengers. The steam train then heads up to Baird's Farm in Warwick, N.Y., arriving sometime between 12 and 1 p.m. The train will lay over for an hour and a half while excursionists check out the facilities at the farm. During the layover the #142 will perform several run-bys to the delight of the people on board, and the chasers as well. Sadly, there are no turning facilities at Warwick so the train will have to be powered by F units on the way back. We can't have it all!! These trips have proven very popular in past years and have pretty much been a sell out. The #142, a 2-8-2 built in China in the late 1980s, has not done much running in the past, and the Susquehanna Historical Society is to be highly commended in their efforts to bring the locomotive down here from its storage space in upstate New York, plus having to restore the Mikado to running condition. All trips should return back to Maywood by 6 p.m.

Finally, in late breaking news, last September 13 the Dennison Railroad Depot Museum, together with the Ohio Central, hosted a gala event that marked the return to service of steam locomotive #6325. It featured cab tours and photo opportunities. They had it billed as "The Rebirth of a Mechanical Giant." The Grand Trunk Western 4-8-4 is the largest steam locomotive operating east of the Mississippi River. The rebuilding of her took place at the Ohio Central shops at Morgan Run, Ohio. Thousands of man hours were put into this project at a cost of almost one million dollars.

Now it's time to thank the people who took the time to send me most of this information: Steve Barry (*Railfan & Railroad Magazine*), John Biehn (Dayton Railroad Society), John Corby (Bytown Railroad Society), Don Clark (Dayton Railroad Society), and Ed Emery (Toronto, Canada); I remain your obedient servant in steam,

UNTIL OUR TRACKS CROSS AGAIN.

THE ELECTRIC NOTEPAD

by Dave Klein

Since my last diatribe, I have been to The Big Apple to visit my brother and eldest niece. As always, some free time was also spent visiting some hobby shops. I even rode the subway for the first time in years (the IRT down Lexington Avenue) and took it to the Wall Street area. I wanted to see Ground Zero at least once. It is really a VERY big hole, ready to be filled. And that is the problem: what do you fill it with. The New York papers have lot's of articles about memorials, parks, and/or buildings. I guess the final result will be a mixture of all of them, but emotions are still high. One must remember that a hundred years from now, after the *children* of the victims are gone, there still will be a need for an extensive rail terminal linking the subways and the PATH trains, plus all of the amenities required to support the tens of thousands that will fill the office buildings that will be built there. The final result will probably be new buildings, but not as high as, nor on the sites of, the two WTC towers; a park and some memorials will also be there. Underneath will be the rail terminals and shops for the commuters. Additional office space will come from the new buildings that will replace the smaller ones abutting the site. That's what I think will happen, but then again, I'm not running for office and have to get votes.

Apparently, I owe Fred Rose an apology. I guess I shouldn't compare other train shows to Fred's. I didn't mean to slight him; putting on four shows a year must be a very large undertaking, with all of the advertising, insurance hassles, and other stuff that seems to hammer you at the last minute. I've been to at least half of his shows in the last 18 years, and have enjoyed every one. Keep up the good work, Fred!! If you didn't know, Fred's next show is scheduled for December 7th.

One of the things that keeps your intrepid reporter busy at this time of year is to check out the train toys, books and other stuff that shows up for Christmas. Most of the model stuff is based on Thomas and His Friends; plus there are a few Hogwarts Express sets again, anticipating the December release of the next Harry Potter movie. (I mentioned last time that Wendy's restaurants will have some "spooky" Lionel train toys come Halloween. The hard part will be to convince the kid at the register that the Kid's Meal is for you!) Again there are those battery-powered trains for under the tree and starter G-scale sets from Lionel are out again. Much better stuff is found at one of Fred's shows.

As for books, all three bookstores in the area have some; some are new. Barnes and Noble has a few near the store's front, but lots more are in their "Transportation" section (mixed in with the airplanes and cars). Books-A-Million also has about a dozen books, most in the \$10-\$25 range. Waldenbooks also had a few in the same price range. Note that only Waldenbooks (in the Merritt Square Mall) had a trains calendar ("Those Magnificent Trains", about \$13). Only *one* calendar between the three stores, but the "calendar kiosk" wasn't in the Mall yet, so maybe next time....I get my trolley-specific calendar through the mail; there are many available at certain train book web sites as well, such as my friend Kevin Farrell at www.kevin@trainbooks.com. Speaking about books, I received another warning from Kalmbach Publishing that only *they* from Milwaukee or Waukesha, WI, are authorized to handle subscriptions to their magazines (*Trains*, *Model Railroader*, *CTT*, etc.). I brought this up at the last meeting, but I know not every one was there.

From my "Electric Railway Clubs of Florida" contact, the status of the Tampa trolley line is very good! The grade crossing over the CSX is in place and almost all of the overhead has been hung. My friend says that three of the GOMACO-built cars are being run on the lower section (below the CSX crossing) to train the operators. As of the middle of September, a car barn is being erected and track into it being laid. (I'm told that the building that was to be used was found to be in too bad a shape and was condemned! The building was torn down and the new one is being built on the same site.) Provisions for the future extension into downtown were laid in some streets. The opening date for the system will be the weekend of October 19 and 20, so watch the newspapers and

TV. The "first" car is set to be an original Tampa Birney that was restored by the Tampa trolley museum group. The Birney is a two-axle car; the GOMACO cars are four axle, air-conditioned Birney replicas. The ceremony will start about 9 AM that Saturday. As each of the stops are sponsored by businesses, there will be a ribbon cutting ceremony at each station along the line. After the ceremonies, free rides will be available for the rest of the weekend. Not sure what the regular carfare is. Perhaps one of these days, Orlando's OSCAR open car will be running there, too. I guess a trip to Tampa will be in order. See you next time!

INTERESTING RAIL NEWS

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

Kansas City Southern to begin locomotive camera pilot project

A pair of Kansas City Southern SD60s, Nos. 718 and 728, will be outfitted with cameras and Operation Lifesaver logos next week as part of a pilot program to record grade crossing collisions. The units will be equipped with cameras on Monday and Tuesday at the KCS shops in Shreveport, La., the railroad said. The new cameras are part of a pilot program to learn about the effectiveness of the cameras in recording crossing and pedestrian collisions, KCS said. If the pilot test works well, KCS anticipates installing additional cameras on locomotives next year.

Lima historian John H. Keller Sr. dies at 93

John H. Keller Sr., a former Nickel Plate Road conductor, historian, and labor activist who helped preserve Lima Locomotive Works artifacts, died Friday. He was 93. For many years Keller served as curator of railroad exhibits at the Allen County Museum in his hometown of Lima, Ohio. Perhaps his grandest achievement was his role in the preservation and display of Nickel Plate 2-8-4 Berkshire No. 779 – the final steam locomotive Lima built – in Lincoln Park in Lima alongside other rolling stock and railroad artifacts. Keller served as a steward for the displays for more than three decades.

Keller was a brakeman and conductor for 33 years on the Nickel Plate and Norfolk & Western. He remained active in labor and historical issues in Lima right up until his death. Keller, who had eye surgery on Thursday, was found dead in his home on Friday, apparently after he fell. His son, John H. Keller Jr., found him Friday morning, the Lima News reported. Keller is survived by his son and a sister, Doris Keller.

Bangor & Aroostook System to go on block in October

Bankrupt New England regional Bangor & Aroostook System will be sold for at least \$50 million during an October 8 auction in Portland, Maine, where a consortium led by Rail World Inc. of Chicago is expected to be the winning bidder. The consortium of rail managers, led by former Wisconsin Central boss Ed Burkhardt, plans to change the name of the 850-mile system to Montreal, Maine and Atlantic. It is currently owned by Iron Road Railways. (As of Sept 8) Editor's Note: On Oct 8 the following was found reported: *Bangor & Aroostook Railroad Co. has made its last stop. The bankrupt rail carrier won court approval Tuesday, Oct. 8, to auction itself for roughly \$50 million to railroad partners under a stalking-horse agreement.* OK, now we see what our special presenter, Don Marson, has been up to this summer – *stalking-horses* – not mowing his yard like he told us.

Rail engineering scholarships available

The Rail Transportation Division of the American Society of Mechanical Engineers is offering two \$2000 scholarship awards for the 2002-2003 academic year. Current employees of railroads, railroad supply firms, transit authorities, associated companies and their family members are eligible. Applications are due by October 1, 2002. To obtain an application form, contact David Cackovic at (719) 584-0553, or email him at: david_cackovic@tci.aar.com.

State tourism grant gives Cumbres & Toltec a boost

The Rio Grande Railway Preservation Corp., operator of the Cumbres & Toltec Scenic Railroad, has received a \$32,000 emergency tourism advertising grant from the New Mexico Department of Tourism. The New Mexico legislature appropriated \$1 million in advertising assistance to those areas affected by fire and drought this year, including the railroad. RGRPC will use its funds for radio, television and newspaper advertisements for the balance of the season, which runs through October 20. The narrow-gauge tourist line lost 38 operating days – or 25% of its season – due to a Forest Service closure order and, to a much lesser extent, trackwork ordered by the Federal Railroad Administration. The shutdown and curtailed operations cost the railroad \$1 million in lost revenue.

FBI agents beaten while halting thefts on UP train

Two FBI agents remain in critical condition after being severely beaten Thursday night during a sting operation aimed at halting railroad bandits who prey on Union Pacific trains along the U.S.-Mexican border near El Paso. Sixteen people were arrested in connection with the attack on the agents, which took place as part of an operation involving Union Pacific police, the FBI, Border Patrol and the Customs Service, the El Paso Times reported. Bandits who raid the slow-moving trains cause more than \$1 million in losses to UP annually. Acting on a tip, about 40 law enforcement officers were positioned in the area

Thursday night, including some aboard the train. The bandits dragged the two agents across the border to Mexico, where they were beaten.

Scranton, Pa., trolley tunnel to open Thursday

A restored trolley tunnel in Scranton, Pa., will host a ceremonial first trolley run on Thursday. The mile-long 1905 Laurel Line Tunnel will host regular excursions beneath Scranton. The refurbished line, which last saw regular trolley service in the 1950s and freight service in 1970, links the Electric City Trolley Museum, the Steamtown National Historic Site, the Lackawanna Station Hotel, and downtown Scranton.

The tunnel, once a part of a 19.2-mile route linking Scranton and Wilkes-Barre, was restored for \$6 million over the past two years. Trolley excursions depart from the main boarding platform at Steamtown Tuesday through Sunday throughout October at 10:30 a.m., noon, 1:30, 2:30, and 3:30 p.m. Trolley rides will also be available during special events scheduled for November and December. The Electric City Trolley Station and Museum, adjacent to the main attractions at Steamtown, is open daily 9 a.m. to 5 p.m.

Cruise line orders 89-foot dome cars

Cruise line Holland America has ordered 89-foot dome cars – billed as the longest ever built – from Colorado Railcar for use on Alaska tourist trains. The company is ordering four of the \$3 million cars, which will feature windows that offer views to the front and back of the car, the Associated Press reported. The cars will enter service on the Alaska Railroad next spring.

Photographer William Price, known for WM work, dead at 79

William P. Price, whose pioneering color photography of Western Maryland and Baltimore & Ohio steam in action won him acclaim, died Thursday in a North Carolina nursing home. He was 79, and had Parkinson's disease. The native of Cumberland, Md. – a hotbed of B&O and WM activity – began railroad photography in the 1930s. As a printer for the Cumberland Times-News, his night work schedule gave him free time during daylight hours. He made the most of this schedule with his color photography chronicling the end of the steam era. Price's photos graced the pages of TRAINS Magazine and several books, including the Western Maryland Steam Album published by the National Railway Historical Society in 1985.

Price served in the Army during World War II and was director emeritus of the Cumberland-based Western Maryland Chapter, NRHS. He is survived by his wife, Doris; three sons, Frederick, Thomas and Daniel; two stepsons, David and Robert Doerner; a stepdaughter, Anne Marie Doerner; and a sister, Sister Consuelo Price, O.S.U.

Quotable

"I've been reading about the feds threatening to kill Amtrak. Memo to Washington: WE NEED TRAIN TRAVEL. WE NEED MORE OF IT. WE NEED TO MAKE IT EFFICIENT. I hope those 300 folks who journeyed north last week – at least a few of the non-believers in train travel – hopped on the Acela and had as good an experience as I had." --*Sports Illustrated* columnist Peter King, writing in a weekly NFL column on SportsIllustratedCNN.com. King took Amtrak's Acela Express from Newark, N.J., to the Baltimore-Washington International station on the same day that more than 230 members of Congress took a special Amtrak train from Washington, D.C., to New York for a ceremonial session of Congress.

"For the last several years, Congress has visited the ailing Amtrak in its corporate hospital bed and stepped on the oxygen hose. At the last minute, it lifted its foot and assured continued life, until the next time the patient took ill and Congress would repeat the foot-on-the-oxygen-hose trick."--Carl Golden, a public relations consultant and former press secretary to New Jersey Govs. Thomas Kean and Christie Whitman, writing in an op-ed piece in the Philadelphia *Inquirer*. Golden says Congress needs to either give Amtrak enough money to thrive or simply put the railroad out of business.

"If someone decides to resist, somebody's going to get hurt. The bar has been raised by the bandits. We will re-evaluate our tactics. ... This is not 1880. You don't rob trains." --Hardrick Crawford Jr., the FBI's special agent in charge in El Paso, quoted in the *El Paso Times* regarding the beating of two FBI agents involved in a sting operation designed to catch thieves who pillage Union Pacific trains.

"I found out when you grow up you get to play with train sets, too." --Baton Rouge, La., Mayor Pro Tempore Lorri Burgess, quoted in *The Advocate* of Baton Rouge, regarding remote control locomotives. She backed a non-binding city council resolution that would ban remote control locomotives on rail lines passing through the city, but offered to alter the resolution after learning that remote control is used only in yards.

"I got sick. It's such a needed thing. We were so looking forward to having passenger train service back in Daytona Beach and a nice project."--Daytona Beach, Fla., Mayor Bud Asher, reacting to the news last week that Amtrak has put on hold its plans to expand service on Florida's East Coast. He was quoted in the Daytona Beach *News-Journal*.

"If you have something that is reasonable and that doesn't break the bank, and produces results in our lifetime, a lot of people will come into the fray and take the argument away from the extremes."--Amtrak President David Gunn, quoted in the Philadelphia *Inquirer*, regarding his plan to enlist what he calls "the mushy middle" in the battle to win more congressional support of and funding for Amtrak. For too long, Gunn says, the debate over Amtrak has been dominated by extremists: those who want to kill Amtrak and those who propose lavish but unworkable projects and funding schemes.

"The answer to mismanagement is management. Amtrak now has it. Let's use it."--Amtrak Reform Council member James Coston, in a letter written this week to House Appropriations Committee Chairman Rep. C.W. Bill Young, R-Fla. Coston urged Young to back Amtrak's \$1.2 billion funding request, citing Amtrak President David Gunn's success in making sweeping management changes at the railroad. The Bush administration and some key Republicans in Congress have demanded reform at Amtrak in order for the railroad to receive more than \$521 million next year.

"High-speed rail is an idea whose time has come. Texas' congestion and pollution problems will only worsen unless it acts. With Congress poised to authorize spending for high-speed rail, Texas needs to jump on the bandwagon before other states and regions with well-developed rail plans grab whatever funds become available. Time to get on board, y'all." --An editorial backing high-speed rail in the *Dallas Morning News*, which offered some praise of Gov. Rick Perry's Trans-Texas Corridor plan but said that it was not the only option for bringing high-speed rail to the Lone Star State.

"Most taxpayers would be rather outraged if they knew that they had to fork over \$212 every time a person rides the train from Louisville to Chicago. For that amount, the government could simply send for a limo."--Terry Carmack, chief of staff for Rep. Anne Northrup, R-Ky., who planned to back a bill that would limit federal subsidies to Amtrak trains that lose less than \$200 per passenger. Carmack, quoted in *The Courier-Journal* of Louisville, was referring to Amtrak's *Kentucky Cardinal*.

PROGRAM MANIFESTS

UPCOMING CHAPTER PROGRAMS

OCTOBER – MONDAY the 14TH, 7PM. – Hal Greenlee will present scenes from the National Convention in Williams, AZ, using his fabulous high definition TV projection equipment. Don't miss.

NOVEMBER – Annual Dinner Meeting – details to be announced in next newsletter.

CURRENT & UPCOMING FLORIDA EAST COAST EVENTS

OCTOBER – SATURDAY the 19TH, NOON. Author Les Standiford will introduce his book *Last Train to Paradise*, a story about Flagler and his railroad to Key West. Central Brevard Library & Reference Center (Cocoa Library), 308 Forrest Avenue, Cocoa. (321) 633-1792.

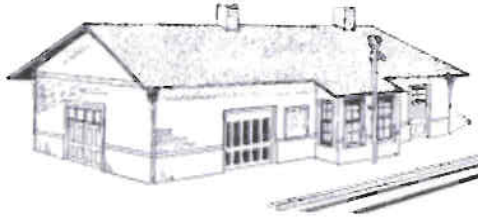
DECEMBER – SATURDAY the 7TH, 9am - 2pm. Train & Toy Show, Eau Gallie Civic Center, 1551 Highland Ave, Melbourne. Admission - \$3.00. Children under 10 free with parent. (321) 453-4125.



<http://www.ribbonrail.com/art/images/rr-xing2.gif>

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NEXT MEETING: *Monday, October 14, 2002, 7:00 PM*

Central Brevard Library & Reference Center
308 Forrest Avenue, Cocoa (321) 633-1792

PROGRAM: *Hal Greenlee presents scenes
from the National Convention*