

The *EAST COAST CHAMPION*

October 2004

PRESIDENT'S MEMO TO STOCKHOLDERS

THE ANNUAL DINNER MEETING PLACE HAS BEEN DECIDED FOR NOVEMBER. THE DINNER WILL BE ON MONDAY, NOVEMBER 8, AT THE FABULOUS FIFTIES DINER AT 1120 CLEARLAKE ROAD, COCOA. SEE THE SEPTEMBER MEETING MUNTES BELOW FOR FURTHER DETAILS.

The October meeting will be Hal Greenlee presenting a report on the NRHS convention. The dinner presentation will be Mike Brock presenting some of his videos. Hal advised me that there will be an opportunity to go and see the layout of John Shankland in Melbourne. This will be at 7pm on the 1st of November.

How time does fly by...it seems like only yesterday I was waiting in the DL&W Scranton station at the West End of the platform so I could board the cab of the lead E-8 and ride with the crew of #5 to Binghamton to cover the East End yard job in the former DL&W yard there. #5 got to the East End at 1155PM and the yard job went on duty at 12 midnight. The engineer would very kindly slow enough that I could drop off then he'd accelerate back to 60mph and have the train in the station downtown at 12PM on the dot. Hard to believe it's all gone.

Regards to all,
Walter E. Smith

MINUTES FROM THE AUGUST MEETING

Chapter President Walt Smith called the meeting to order at 7:07 PM on August 9, 2004. The Secretary introduced the guests, Randy, B. J., and Ryan Hill. The Hill family members belong to the Space Coast Model Railroad club.

RAFFLE – A video from Green Frog called *Classic Steam* was raffled. Dave Klein won the video.

TREASURER'S REPORT – Bob Selle gave the Treasurer's report. Jim Gillin moved to accept the report. Dave Klein seconded the motion. The motion passed.

APPROVAL OF MINUTES – There were no additions or corrections offered for the June minutes. Dick Alkus moved to approve the June minutes. The motion was seconded by Jim Gillin and was passed. There were no additions or corrections offered for the July minutes. Bob Selle moved to approve the July minutes. The motion was seconded by Dick Alkus and was passed.

OLD BUSINESS

- Hal Greenlee talked with John Shankland in regard to holding a meeting at his layout. John indicated that Wednesday was a "work night" on his layout. He also indicated that he did not think he could host a meeting since he did not have many chairs. President Smith indicated that he thought that a simple visit would be best. President Smith also said that many people were used to attending the meeting at the library on the second Monday and didn't think we should alter that. After further discussion it was decided to ask John Shankland if he could accommodate the chapter on the first Monday in November.
- School slide presentation. The secretary reported that he had not drafted the letter that the president had requested. He also expressed his concern the scope of the presentation was growing and would out grow the time and attention span of the proposed audience. The president agreed that we should limit the scope to the importance of railroads to our community and how their development affected the development of our community.

NEW BUSINESS

- Vice-President Hal Greenlee volunteered to do the October program. The subject will be the 2004 NRHS national convention rail fan trips.
- Hal also said he had been talking to Mike Brock who has recently returned from Wyoming where he had been chasing the UP's Challenger. Mike offered to do a Video program in November.
- Hal suggested that we hold the annual dinner meeting which will be coming up at the Fabulous 50's Dinner on Clearlake Road in Cocoa. Hal said he had already approached the owner regarding the dinner. The owner was agreeable. Discussion followed and there was general agreement among the membership present to proceed with that Location. Hal will finalize the dinner details and will obtain a proposed menu for the September meeting.
- The secretary announced that he would not be able to attend the September meeting and solicited a volunteer to record the meeting minutes. Dave Klein volunteered.

REPORTS & ANNOUNCEMENTS

- Bob Selle reported that he visited the CSX/Amtrak depot in Sanford on the way back from the Volusia County train show. The road to the station has been resurfaced. There was a CSX GP38-2 and an UP SD-70M. In the distance there was a Conrad Yelty Geep at the gravel distribution area there. The depot is mostly empty except for the small Amtrak area.
- The writer passed out handbills for a railroad memorabilia and model railroad auction. The writer described his experiences with the auction, which took place the preceding weekend and passed around a collection of passes that he purchased. More auctions are to follow.

PROGRAM – Dave Klein: *Trolleys in the South*

Harlan Hannah, Secretary

MINUTES FROM THE SEPTEMBER MEETING

The meeting was called to order by Vice President Hal Greenlee at 7:15 PM. The recording Secretary for this meeting was Dave Klein. It was noted that ten members were present (no guests). Due to the absence of our regular Recording Secretary (Harlan Hannah) with the chapter records, a motion to dispense with the formal format was made by Dick Alkus, and was seconded by Chuck Beckner.

OLD BUSINESS –

Annual Dinner items were then discussed:

Date will be Nov. 8, 2004 at 8 PM.

Location will be at The Fabulous Fifties Diner at 1120 Clearlake Road, Cocoa.

The Diner supplied the following menu items to select from:

Country Fried Steak
Grilled Chicken Breast
Pork chop
Catfish

Served with french fries or mashed potato, green beans, or corn,
tossed salad or cole slaw.

Includes drink, dessert, and gratuity.

Choice of above meals \$9.00.

A preliminary head count of attendees and their choices were made; additions or subtractions will be taken at the October meeting. The speaker for the Dinner will be Mike Brock with videos taken by him.

NEW BUSINESS AND ANNOUNCEMENTS –

- The Eau Gallie Train Show that was canceled due to the hurricanes was rescheduled to 16 October.
- John Shanklin has invited the Chapter to visit his O-gauge, hi-rail layout on 1 November at 7 PM. (The address I have is 284 West Drive, off of Ellis, Melbourne. -Dave K.)
- Bob Selle gave the Treasurer's Report and stated that we were solvent with over \$700 in the Chapter's account.
- As there was no further items, Jim Gillin made a motion to conclude the meeting and Jerry Sheehan seconded. The meeting ended at 7:50 PM.

ENTERTAINMENT – Jim Gillin presented a video on the Erie-Lackawanna titled *The Friendly Service Route*.

Dave Klein working the shift of
Harlan Hannah, Secretary

Interesting Rail News

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

Florida Tri-Rail passengers endure week of trouble

PALM BEACH, Fla. - It wasn't a good week for the South Florida Regional Transportation Authority (SFRTA), more commonly known as Tri-Rail, according to a story in the Palm Beach Post. The commuter rail agency had to deal with a number of unexpected problems, including a broken rail in West Palm Beach, a water main break that flooded the tracks in Miami, and communication troubles with the CSX dispatching center in Jacksonville. Add these issues to the ongoing delays caused by construction of a second track, plus an increase in freight trains on the Mangonia Park-to-Miami corridor, and Tri-Rail's on-time performance took a beating.

On Monday, July 26, the broken rail caused delays of up to one hour. Tuesday, 93 percent of the trains were late. Wednesday, every one of the 24 trains ran behind schedule. Things improved from there on, and Tri-Rail officials estimated midday Friday that between 70 and 80 percent of the trains were on time. But they also promised passengers Friday that things are going to get better in the next couple of weeks.

On Monday August 2, two new rush-hour trains, a northbound morning train and a southbound afternoon train, began service. A second platform is set to open at the Lake Worth station Friday, and several miles of a second track will open next month. A \$334 million project to finish the last 44 miles of the second track is scheduled to be completed in November 2005.

Another recent problem is an increase in the number of CSX freight trains on the corridor, with an upturn in south Florida's economy prompting a rise in freight movements. On Monday, July 26, when a rail broke near Okeechobee Boulevard, trains were forced to slow to 10 mph. A freight train with more than 100 cars moving at a slow speed can delay the next four or five commuter trains from 20 minutes to an hour, said SFRTA Operations Director Brad Barkman.

To help ease the problem, Florida Department of Transportation Secretary Jose Abreu met with CSX on Thursday, July 29, and secured a commitment that it would not run freight trains during Tri-Rail's peak hours. The state bought the corridor from CSX in the 1980s, but CSX is still responsible for maintaining the tracks and dispatching trains from its office in Jacksonville. The SFRTA is negotiating with the state to take over control of the corridor. If that happens, the agency wants to move the dispatch center to south Florida. Amtrak also shares the 71-mile South Florida Rail Corridor with CSX Tri-Rail.

Huge ice slab perplexes Alaska engineers

ANCHORAGE, Alaska - Imagine an ice cube 800 feet long and 45 feet deep. That's what Alaska Railroad engineers say they are dealing with in the Beach Lake area north of Anchorage, according to a story in the *Alaska Star*. Railroad workers have been realigning track from Wasilla to Anchorage since 2001, including straightening 70 curves and the construction of an overpass at Beach Lake Road in Birchwood. That is, until the ice appeared. Project engineer Mark Peterburs said when engineers began geo-technical work in the area of the crossing; they discovered an "ice lens."

The Canadian Geotechnical Journal describes an ice lens as beginning when "water molecules, powered by a difference between soil and surface temperatures, migrate toward the freezing front, a zone below the surface of the soil where the temperature is cold enough to freeze water. Over what is often relatively great distances these molecules flow to spend their thermal energy, eventually freezing in place in an ice lens." In other words, what has formed is a sheet of ice more than 800 feet long and 45 feet deep, according to initial estimates. No width estimate of the huge ice slab has been made. The sheet is about 20 feet underground.

Peterburs said the group didn't know what to think when they found the ice. "We were pretty amazed at how much ice was down there," he said. "We called in some experts." He said there are three options: melt the ice and build, keep it frozen and build, or don't build. In other Alaska Railroad news, the *Alaska Daily News* reported that federal agencies have awarded \$8 million to realign track at Elmendorf Air Force Base and Fort Richardson in Anchorage.

Union Pacific quickening its hiring pace

OMAHA, Nebr. - Union Pacific is accelerating the pace of its train-crew hires as the economy picks up, according to a story from Associated Press. UP added about 1,000 conductors and engineers to its 46,000-person work force through August and plans to hire 1,000 more by the end of the year, company spokesman Mark Davis said Thursday, Aug 5. Up to 3,000 workers could be hired next year for positions across the railroad, in large part to fill spots vacated by people retiring.

The railroad had announced in January that in the face of higher fuel prices and wages, as well as increased health care and insurance costs, it would lay off 300 people this year and not fill 700 more positions as people left or retired. Many of those layoffs involved management workers and were largely unrelated to the current hiring of train crews, Davis said.

Other factors involved in the current hiring push include positions temporarily left by people on military leave for service in Iraq, quickened retirement rates as workers with 30 years of service are allowed to retire with full benefits at age 60 instead of 65, and workers taking advantage of the federal Family and Medical Leave Act.

Car-train collisions focus of new CSX billboards

BLOXI, Miss. - CSX has posted billboards in Mississippi and Ohio to grab the attention of motorists and encourage them to think twice about trying to beat a train to the crossing, according to a story in the Associated Press. The tagline on each ad is: "If you're thinking about beating a train, don't." The message, "People outrun trains in movies. They also save the world, get the girl, and own a talking dog," is written in white letters on a dark background that features barren trees and a bright light in the distance.

CSX spokesman Gary Sease said the new ads target areas that have a high volume of train traffic and crossings with numerous collisions. Two other ads also feature a stark landscape with leafless trees. One ad simply states, "Closed casket," while the other states, "Tie goes to the train." CSX has 30,000 crossings in 23 states.

Passengers caught short by tilting toilets

LONDON, England - The smallest room is causing awkward problems on Virgin's new hi-tech tilting trains, as passengers on the West Coast Main Line are caught short by chronic difficulties afflicting computer-controlled lavatories, according to a story in England's *The Guardian* newspaper. Virgin Trains has revealed that its fleet of Alstom-manufactured "Pendolino" trains is encountering a string of teething troubles with overflowing toilets and blocked radiators. The problems have become so serious that Virgin is taking 10 sets of its 46-train fleet out of service every day for modifications, with 1970s British Rail locomotives serving as temporary replacements.

Designed to herald a new era in Britain's railways, each of Virgin's new trains, which operate between London and the north of England and Scotland, cost about \$20 million and is controlled by 40 on-board computers. Each car has an electronic "controlled emission toilet" which is only emptied when a screen at the depot tells engineers it is full. However, the system keeps giving the wrong signal, causing engineers to send out trains with blocked lavatories. In some cases, passengers have reported just one working toilet on an entire train.

The Pendolino can speed around curves at an 8-degree tilt and will cut the fastest scheduled journey time between London and Manchester by 35 minutes. Alstom is trying to complete the repairs in time for a new rail timetable next month. An Alstom spokesman said, "This is an advanced technology train. We've had some issues with them but teething problems are to be expected."

Arms cache uncovered near Russian railway

ST. PETERSBURG, Russia - Explosives experts rushed to a railway line near the city of St. Petersburg on Friday, Aug 6, after workers unearthed a major cache of World War II explosives, according to South Africa's Independent Online website. The explosives, included 80 land mines, 3 shells, and 22 grenades, were discovered by rail workers digging under the line near the village of Sapyornoye, 19 miles outside of St. Petersburg. Munitions dating from World War II continue to surface around St. Petersburg, which was named Leningrad at the time. The city endured a 900-day siege at the hands of invading German forces between August 1941 and January 1944.

BNSF implements locomotive-mounted video cameras

FORT WORTH, Texas - Burlington Northern Santa Fe will install video cameras on 6 GE locomotives to help determine specifications and requirements for locomotive-mounted video cameras. The cameras are being installed to determine whether they might help provide information on grade-crossing and train-pedestrian accidents. Installation of the cameras is expected to be completed by mid-August, and the initial phase is expected to continue for 60 days.

If the initial installation is successful, the railroad plans to install cameras on more locomotives. The camera will be mounted on the locomotive's windshield and will be fixed in position; it will not be able to move from side to side or up and down. The installation will also include a microphone, placed outside the cab. Its purpose is to record exterior sounds, such as the locomotive horn and bell. It will not capture conversation inside the cab. Similar camera installations are in use on other railroads.

Author John Armstrong dies

SILVER SPRING, Md. — John H. Armstrong, 84, a prolific railroad and model railroad author, died July 28 in Silver Spring, Md., after a brief illness. Armstrong was the author of the perennially popular booklet *All About Signals*, derived from a series in *Trains* magazine. In addition to several *Trains* magazine story bylines, he authored 76 articles in its sister Kalmbach publication, *Model Railroader*, as well as five Kalmbach books on various model railroading subjects. In the railroad industry, Armstrong was widely known for his standard reference work, *The Railroad: What It Is, What It Does*, published by Simmons-Boardman.

Crashes tarnish Houston light rail reputation

HOUSTON, Texas - Once called the "train to nowhere," Houston's new light-rail line between downtown and the Astrodome is earning a few new nicknames - "Danger Train," the "Wham Bam Tram," "A Streetcar Named Disaster" — according to a story from Associated Press. More than 50 collisions have occurred along the 7.5-mile route since it opened in November, most of them with cars making illegal turns across the tracks.

Rail promoters promised the trains would take cars off the road. "They've just done it one car at a time," said John Gaver, who started the Wham-Bam-Tram counter, a website that tallies each crash. MetroRail averages six crashes a month, a rate 20 times worse than the national average for the nation's 17 light-rail systems, according to the Federal Transit Administration. Most of the wrecks are minor and injury-free, and the soft rubber noses on the quiet, 200-passenger trains usually don't suffer much damage. All but one of the crashes was blamed on error by automobile drivers.

The Metropolitan Transit Authority of Harris County, known as Metro, initially blamed drivers for the amount of accidents, saying Houstonians are two times more crash-prone than motorists elsewhere, according to the federal government. If the transit authority, however, had followed an early recommendation to elevate the tracks, crashes wouldn't be a problem, said Ned Levine, lead traffic safety researcher for the Houston-Galveston Area Council of Governments. But key suburban congressmen blocked federal funding for the project, so former Metro chairwoman Shirley DeLibero soldiered ahead with local money, meaning the line was built as inexpensively as possible.

"They were told repeatedly by transportation planners, anytime you do an at-grade rail line you're asking for trouble," Levine said. If cars continue to hit trains, transit authorities may have no choice but to rebuild the line, raising the tracks above the streets, he said. Despite the crashes, the transit authority says the \$320 million project has been a success. It attracted more than 3 million riders in the first six months of the year and nearly 680,000 in June alone.

Amtrak halts Florida service as Bonnie and Charley approach

WASHINGTON, D.C. - In response to the forecasted landfall of two major tropical storms on Aug 12, named Bonnie and Charley, predicted to bring heavy rains and flooding to the southeastern U.S., Amtrak temporarily suspended all passenger-train service to Florida. All six "Silver

Service" trains to originating between New York and Miami were cancelled, as are the Sanford, Fla.-Lorton, Va., Auto Train (trains 52-53) and the Sunset Limited (trains 1-2) between Orlando, Fla., and New Orleans. The Sunset will continue to operate between New Orleans and Los Angeles. The "Silver Service" trains are the Palmetto, trains 89, 90; the Silver Star, trains 91, 92; and the Silver Meteor, trains 97, 98).

The paths of both storm systems are projected to bring heavy rains and high winds to parts of Florida, Georgia, and the Carolinas. The potential for flooding, as well as power outages that could affect signals along the tracks, are the reasons for the temporary service cancellation of service. Amtrak worked in conjunction with CSX, owner and operator of the tracks involved south of Washington, D.C., as well as the National Weather Service, National Oceanic and Atmospheric Administration (NOAA), and private forecasting firm Accu-Weather to make service decisions based on the most up-to-date weather forecasts and actual conditions on the railroad.

Norfolk Southern rejects offer for light-rail right-of-way

HAMPTON, Va. - Plans to bring light-rail rapid transit to Norfolk suffered a blow when freight carrier Norfolk Southern ended negotiations to sell its Norfolk-Virginia Beach rail corridor to Hampton Roads Transit (HRT), saying the agency's offer was too low to be taken seriously, according to a story in the *Virginian-Pilot* newspaper.

The development could derail HRT's proposal for a "starter" light-rail line in Norfolk, as more than half of the proposed route follows the Norfolk Southern freight line. The setback also could scuttle any chance of a future extension of the line into Virginia Beach, as well as that city's interest in potentially using the corridor for express buses. HRT, negotiating on behalf of Norfolk and Virginia Beach, offered \$2.7 million for the 15.4-mile right-of-way. The land recently was appraised at \$48.4 million. H. Craig Lewis, Norfolk Southern's vice president for corporate affairs, said the railroad doesn't consider it a serious offer, adding that HRT's handling of the negotiations is "befuddling."

Although Lewis compared the status of the negotiations to an obituary, Townes does not think the issue is dead. He said HRT plans to continue discussions with the railroad but "will not be conducting negotiations with Norfolk Southern via the media and has no further comment." Lewis provided examples of recent sales of its rail lines for other transit projects. In the late 1990s, it sold 32 miles in New Jersey for \$67.5 million. In December, 3 miles in Charlotte went for \$14.75 million. The railroad is currently discussing selling 1.7 miles in Pennsylvania for \$4.5 million. "We want a fair price," Lewis said. Norfolk Southern is a business that must look after its shareholders and asset values, he said, adding that selling the property far below value would set a bad precedent.

But HRT is basing its offer, in part, on another transaction - a 1997 sale of 1.14 miles of railroad corridor near the resort area to Virginia Beach for \$255,000. That was about \$224,000 per mile. HRT's current offer is about \$175,000 per mile, which the transit agency said is fair because the property under negotiation is not as valuable.

Railstar chosen to run Georgetown Loop line

DENVER, Colo. - Railstar Corp. of Cape Vincent, N.Y. has been selected by the state of Colorado to operate the Colorado Historical Society's (CHS) Georgetown Loop Historic Railroad beginning with the 2005 operating season. The current operator, Georgetown Loop Railroad, Inc., which is running the line until October 3, the end of the 2004 season, had a contractual impasse between it and the CHS. Georgetown Loop Railroad, Inc. owns the five locomotives and about 50 pieces of rolling stock currently on the line.

According to a story in the *Denver Post*, Mark Greksa, co-owner of Georgetown Loop Railroad Inc., said his company would not make its equipment available to the new operator and that the locomotives and rolling stock would go to either a railroad museum or another location where he could continue to grow his business. "This equipment is our children, and after the way we've been treated by the historical society, no way, never," Greksa said to the *Post*, adding that his team's negotiations with the CHS broke down after they were unable to agree on \$100,000 in expenses.

When contacted by *Trains* magazine, Ron Trotter, vice president and general manager of Railstar, said the subject of new rolling stock to operate the line was not open for public discussion yet, but he did say that his company and the CHS were looking into equipment currently in park settings either owned by the Society or capable of being leased for operation. "We think it [the railway] has been a very well-run operation, and we don't tend to move that around much," said Trotter. Railstar's contract is for 10 years with a 10-year renewable option. "We're in it for the long haul," he said.

The Georgetown park, which has been operating for three decades, re-creates 3.5 miles of the 1877 narrow-gauge line that originally provided freight and passenger service to silver mining camps between Denver and Silver Plume, Colo. In an effort to reach the mines, railroads including the Colorado Central began construction to Golden, Colo., with the intention of extending to the mining town of Leadville. This line never reached that goal, settling for providing freight and passenger service to the mining camps around Silver Plume. The Georgetown line was abandoned in 1939.

Although just 2 miles separate Georgetown and Silver Plume, the elevation difference is over 600 feet. The original railroad twisted and turned to gain the elevation, including a spiral on which it crossed over itself on the Devil's Gate Viaduct, 300 feet long and almost 100 feet high. Present operation takes place on a re-laid portion of the original railroad, and crosses a reconstructed Devil's Gate bridge over Clear Creek and the track below. The Park includes nearly 1,000 acres, 12 buildings and bridges, and 4.5 miles of track. "We are looking forward to competing against a company we helped create," Greksa said to the *Post*. His company also operates the Royal Gorge Route Railroad, a 12-mile standard-gauge, diesel-powered tourist train operation from Canon City, Colo. to the Royal Gorge on former Union Pacific track previously part of the Denver & Rio Grande Western. Railstar currently operates the Belfast & Moosehead Lake Railroad in Maine, and owns and operates the Erie Canal Village Historic Park and Museum in Rome, N.Y., which includes a 2-foot narrow gauge steam railway.

Colorado Ski Train to shuttle fans to Iowa football games

CORALVILLE, Iowa - Final details are being worked out for the University of Iowa to lease the Colorado Ski Train equipment for the entire 2004 football season, which begins September 4. For each Hawkeye home game, the equipment will operate with one Ski Train F40PH (ex-Amtrak) on each end of 11 cars, shuttling 3.3 miles on regional carrier Iowa Interstate Railroad between Coral Ridge Mall in Coralville east to Kinnick Stadium in Iowa City. Round-trip train tickets are expected to be priced at \$5, with free parking at Coralville.

Plans are for trains to begin running about 2 hours before kickoff through the end of the first quarter of the game and resume running at the beginning of the fourth quarter and continuing for 90 minutes after the game is over. The railroad here, until 1980 part of the Rock Island's main line, passes right by Kinnick Stadium and has hosted football specials off and on over the years, but usually from more distant places such as Davenport, Iowa, or even Chicago, Ill.

The Ski Train equipment is expected to deadhead from Denver to Council Bluffs, Iowa, over Burlington Northern Santa Fe on August 28 and return to the Mile High City for the winter ski season after the football season is finished. The train normally operates on winter weekends, with some summer specials, on Union Pacific's Moffat Route, the former Rio Grande, from Denver to the city-owned Winter Park ski area just west of the Moffat Tunnel.

CSX earns distinction of being top rail waste carrier

JACKSONVILLE, Fla. - CSX has been ranked the top rail carrier on Waste News' "Hauling and Disposal Ranking" list. The annual list, which ranks all waste shippers according to revenue generated from the hauling, disposal, and transfer of waste, ranked CSX as 20th in the nation's top 100 waste product shippers. CSX provides waste-hauling services for municipalities, waste companies, and various industries including steel, automotive, paper, and chemical. Waste-hauling services include multi-modal transport service, transfer operations, premium equipment, marketplace expertise, project management, industrial development capabilities, and superior customer service. In second quarter 2004, CSX generated a 6 percent increase in waste revenue versus second quarter 2003. Carloads of waste hauled by CSX also increased by 9 percent during the same period.

Baltimore's newest landmark is an elevator

BALTIMORE, Md. - The former Baltimore & Ohio Locust Point Grain Terminal Elevator in Baltimore has been nominated for listing on the National Register of Historic Places by the Commission for Historical and Architectural Preservation, according to a story in the Baltimore *Sun*. "The grain elevator was a very, very significant building when it was completed in the 1920s," said Patrick Turner, a Baltimore developer who heads the team working to recycle the building. For a time, "it was the largest and fastest grain elevator in the world."

The Baltimore & Ohio Railroad built the 297-foot-tall grain elevator in 1924 to replace an older one that was struck by lightning and burned in 1922. It was later acquired by Archer Daniels Midland Co. and remained in operation until 2002, when part of a state-owned pier that linked it to Baltimore's waterfront fell into the harbor. Now it is targeted for reconstruction as part of a \$200 million mixed-use development called Silo Point. Turner's team wants to convert the tower to luxury condominiums and possibly some office and retail space. An adjoining building containing 110 grain silos will be hollowed out and turned into a parking garage. Construction will include 121 town houses and a separate office building.

Listing the property on the National Register makes the developers eligible to receive tax credits for historic preservation if they follow federal guidelines in renovating the exterior of the grain elevator. Preliminary plans call for the lower floors to keep the appearance they have presently. The architects have been exploring the possibility of removing a corrugated metal skin from the top of the elevator - levels added in the 1970s - and replacing the metal with glass to give occupants a panoramic view of the harbor.

Judge lets high speed rail repeal stay on ballot

TALLAHASSEE, Fla. - Signatures collected for a ballot proposal to scrap the Florida bullet train are valid, a judge ruled, according to an Associated Press story in the Miami Herald and other news sources. In 2000, voters ordered the state to build the high speed rail project, which is in its initial planning phases. But a group called "Derail the Bullet Train" collected enough signatures this year to put the question back before voters this November, arguing it should be repealed because it will cost too much. The first leg of the bullet train would run from Orlando International Airport to Tampa, with a cost currently estimated at \$2.3 billion.

But backers of the train challenged the repeal petitions in court, arguing that they don't include the names and addresses of paid signature collectors, which they contend is required by state law. But Circuit Judge Kevin Davey rejected the challenge, saying it's not clear at all that the law requires that. Secretary of State Glenda Hood was the defendant in the case, because as the state official in charge of elections, she would enforce the law. C.C. Dockery, who spent \$3 million getting the bullet train proposal on the 2000 ballot, filed the lawsuit. His lawyer, Robert Aranda, said during the hearing that Dockery will likely appeal the decision.

Amtrak to get out of mail and express business

WASHINGTON, D.C. - Amtrak has informed the U.S. Postal Service that it is getting out of the mail and express business, citing a negative impact on the quality of its passenger service, with a planned systemwide exit date of sometime in October, according to Amtrak spokesman Cliff Black. However, wherever Amtrak accepts checked baggage, the passenger carrier will continue to offer Package Express.

Flying Yankee restoration group announces \$12,000 in recent contributions

GLEN, N.H. - The Flying Yankee Restoration Group announced it has recently received two pledges totaling \$12,000 toward restoration of the *Flying Yankee* passenger train, a 3-car stainless-steel streamliner that was a collaborative effort of the affiliated Boston & Maine and Maine Central railroads to provide high-speed passenger service between North Station in Boston, Mass., and Bangor, Maine.

The streamliner, built by the Budd Co. of Philadelphia, Pa. and introduced in 1935, shaved more than an hour off the scheduled 250-mile run. Retired in 1957 after serving on several other New England routes, and under other names such as the Cheshire, the *Flying Yankee* is virtually identical to Chicago, Burlington & Quincy's Pioneer Zephyr, introduced in 1934 and now on display at the Chicago Museum of Science and Industry. The first of the two recent gifts, a \$2,000 grant from the Amherst Railway Society in Amherst, Mass., has been earmarked for continued restoration of the *Flying Yankee's* Winton 201A diesel engine, an inline 8-cylinder, 2-stroke diesel power plant originally developed in the 1930's and capable of producing nearly 600 horsepower. The second gift, of \$10,000 from Alfred P. DiCenso of Annapolis, Md., is one of the largest personal donations received by the *Flying Yankee* Restoration Group to date.

The restoration of the *Flying Yankee* is a partnership between the state of New Hampshire - the actual owner of the train - and the *Flying Yankee* Restoration Group, Inc., a non-profit organization founded by Robert S. Morrell, creator of Story Land and Heritage in Glen. The mechanical restoration of the *Flying Yankee* is managed by the New Hampshire Department of Transportation - Bureau of Rail and Transit. Fundraising,

marketing, public relations, retail sales of Flying Yankee collectibles and site selection for eventual operation is managed by the Flying Yankee Restoration Group. *Trains* magazine named the Flying Yankee Restoration Group as its Preservation Award winner for 2003. The *Trains* award included a \$10,000 donation.

BNSF hauls its last Boeing 757 assembly

FORT WORTH, Texas – Burlington Northern Santa Fe announced it has transported the last section of the 1050th and final Boeing 757 passenger jet from the airplane manufacturer's Wichita, Kans., plant to its assembly plant in Renton, Wash., last week. Owing to its size, the 757's fuselage is transported in three pieces. This final 757 is being built for a Chinese airline. The design has been in production for 20 years and is flown by more than 50 airlines. BNSF will continue to transport Boeing 737 fuselages along the same route. The 737 fuselage travels in one piece on two cars. The railroad also carries subassemblies of the Boeing 747, 767, and 777 from various origination points to the Boeing assembly plant in Everett, Wash.

Amtrak drops mail and express

WASHINGTON, D.C. - Amtrak announced on September 3 it will discontinue hauling mail for the U.S. Postal Service in order to concentrate on its core business of transporting passengers. As a result, some Amtrak services that were scheduled primarily to accommodate mail and express business are being reduced or eliminated. "Mail and express no longer makes business sense for Amtrak and has negatively impacted the quality of our passenger service, so the decision has been made to exit the business," said Amtrak President and CEO David L. Gunn in a message to employees. "It is my intention to have all mail and express activity concluded by early October."

Minnesota ore railroad comes back to life

HOYT LAKES, Minn. – With the continuing high demand for iron pellets by steel makers, Cliffs-Erie, the current owner of the former Erie Mining Co. taconite plant and railroad (later owned by LTV Steel) on the Mesabi Range in northern Minnesota, is scraping up the base material where giant piles of pellets once sat. The material to be reclaimed, a mix of pellets, broken pellets, and pellet powder, will be shipped out on 72 miles of temporarily reactivated railroad from Knox (Hoyt Lakes) to Taconite Harbor, on Lake Superior, for loading into Great Lakes ore boats.

This means the last operational locomotives on-site, an EMD F9A and 3 F9B's, will get an unexpected reprieve. The LTV line's other, more modern diesels all were sold off when the railroad was shut down four years ago. The F units, bought new by Erie Mining in the mid-1950's, were the last such diesels in the U.S. still working for their original freight carrier when they were mothballed. They will be joined, however, by one sibling — F9A 4211, which had been donated in 2001 to the Lake Superior Railroad Museum in Duluth and which has operated on several museum excursions.

Tourist trains to return to BC Rail line

VANCOUVER, British Columbia - Canadian National Railway last week announced the selection of Vancouver-based Great Canadian Railtour Company (GCRC) as the operator of new tourist trains in British Columbia and Alberta. GCRC already operates "Rocky Mountaineer" Railtours in western Canada, trains which run over CN and Canadian Pacific between Vancouver and Calgary (CPR) and Banff (CN), Alberta. GCRC will introduce the "Whistler Mountaineer" on CN's BC Rail between North Vancouver and Whistler, B.C., and expand its "Rocky Mountaineer" tourist train service by operating a new route linking Whistler and Jasper, Alta., via Prince George, B.C., which is on CN's Jasper-Prince Rupert line. The expanded "Rocky Mountaineer" will run on BC Rail from Whistler north to Prince George, then east on CN to Jasper. The service returns passenger trains to virtually all of the scenic BC Rail route between North Vancouver and Prince George for the first time since 2002.

New Jersey railroad bandits face prison terms

ELIZABETH, N.J. - The man who admitted leading one of the nation's most accomplished bands of railroad bandits was sentenced September 3 to 13 years in prison, according to an Associated Press story in the Long Island-based newspaper *Newsday*. The term given to Edward Mongon was the longest of the 22 people sentenced, all of whom pleaded guilty. Most got terms of 5 to 8 years in prison, with several receiving probation. Only 2 defendants remain, a fugitive and Mongon's 82-year-old grandmother. Charges against her are to be dropped, but state prosecutors have filed papers to seize a house and some cars they say were acquired with ill-gotten gains and placed in her name. Mongon, 29, of Union City, and most of the others were arrested in July following a 2-year investigation initiated by Norfolk Southern railroad police. Mongon pleaded guilty to racketeering in April, admitting he led the group that called itself the "Conrail Boyz."

The gang focused on consumer goods, such as designer clothes and electronic equipment. In one brazen robbery, members drove a container with 17,496 Sony PlayStation units, worth \$5 million, out of the railroad yard in January 2001. More typically, members of the gang would hop on trains moving at 5 to 10 mph, using bolt cutters to enter freight cars and find which ones carried valuable goods. If the jumpers found a valuable shipment, they tossed it to the ground, where it was collected by accomplices. Sometimes, jumpers would radio cohorts with the train number, who would then pose as railroad workers and call dispatchers to determine where the train would be stopping, and then unload the cargo at a siding, authorities said. Gang members used radio scanners and night-vision binoculars to avoid security patrols. They then sold the stolen cargo. Mongon used relatives to launder the cash, which helped purchase a house and a fleet of luxury vehicles, authorities said.

Wisconsin political ad equates railroad photography with terrorism

WAUKESHA, Wis. – Footage of an unidentified man taking a photograph of a train is being used as a symbolic image for terrorist activity in a recent television ad for U.S. Senate candidate Tim Michels from Wisconsin. Michels, a Republican, is campaigning against Senator Russ Feingold, the Democratic incumbent, who gained distinction as the only member of the Senate not to support the Patriot Act. The railroad photographer footage is part of a political advertisement by Michels taking Feingold's voting record to task.

A voiceover in the ad says that Michels supports the Patriot Act, "making it easier to defend our country against more attacks. One senator voted against this: Russ Feingold." While those words are spoken, images flash on screen of a man on a bridge, holding a camera and taking photographs, followed by a head-on view of an oncoming train (ironically, the image of the train appears to be stock footage of a Japanese bullet train).

A media spokesman for the Senatorial candidate denied any specific intention of targeting railroad photography as a terrorist activity. "It was used as an image to give a backdrop for a political message," said campaign spokesman Tim Roby. "There's no subliminal message that trains are a specific target." The spokesman also denied the suggestion that the candidate would seek to ban railroad photography, despite the images

in the television ad and the candidate's hard-line approach to terrorist activity. "Nobody's advocating banning railway photography," said Roby. "No offense was intended." Other symbolic images used during the advertisement include a man looking through binoculars at the cooling towers of a nuclear power plant, talking on a cell phone, then placing the cell phone inside the trunk of a car next to a stack of maps. To view the ad, entitled "Renew the Patriot Act," log onto: <http://www.timmichels.com>

OBITUARIES:

Nelson W. Bowers, past president of NRHS

READING, Pa. - Nelson W. Bowers, who served as president of the National Railway Historical Society, the nation's largest rail-enthusiast group, during 1983-1987, died September 5 following a long battle with cancer. Bowers joined NRHS in 1947, and was thereafter associated with the Baltimore, Pittsburgh, and Lancaster, Pa., chapters.

Before being elected president, he served the national society as vice president, membership, from 1972-1976 and senior vice president from 1976-1983. In addition, he served in many positions within Lancaster Chapter, and was involved in the joint Lancaster-Philadelphia NRHS Reading FP7 Committee, formed in the 1980's to oversee the restoration of former Reading EMD FP7 diesels 902 and 903, owned by Lancaster and Philadelphia Chapters, respectively.

Bowers is survived by his wife, Cindy, an active member of Lancaster Chapter and chair of the FP7 Committee, and by stepdaughters Rebekkah and Sarah. A private family graveside burial service is scheduled at Charles Evans Cemetery in Reading, Pa., on September 9. A public memorial service will be held on September 18 at 2 p.m. at Lancaster Chapter's restored Christiana freight station, 10 Railroad Ave., Christiana, Pa.

John F. Nash, retired railroad executive

BOCA RATON, Fla. - John Francis Nash, 96, who worked up through the ranks of the New York Central, beginning in Syracuse, N.Y., as a freight clerk in 1925 and eventually becoming vice president operations, died August 29 in Boca Raton, Fla. During his 40-year career, Nash served as president of NYC subsidiary Pittsburgh & Lake Erie beginning in 1952 and Lehigh Valley in the mid-1960's. He retired from railroading in 1972 and moved to Boca Raton, where he joined the local historical society and assisted with the restoration of the city's railroad station. Nash is survived by his daughter, Jan Perry of Boca Raton, and several nieces and nephews in the Syracuse area.

Robert R. Dowty, retired master mechanic for Golden Spike National Historic Site

DURANGO, Colo. - Robert R. Dowty, 81, who was instrumental in promoting and maintaining the historic replica locomotives "Jupiter" and 119 at the Golden Spike National Historic Site at Promontory, Utah, died September 2 at his home near Durango, Colo. Dowty, who began his railroad career with the White Mountain Scenic in McNary, Ariz., in 1967, was hired in 1977 as construction foreman to build the replica locomotives for the National Park Service. Upon their completion in 1979, he followed the locomotives to Promontory, where he was hired by NPS and became the Master Mechanic Steam Locomotives for 20 years. Dowty retired in 1999 to Durango, where he worked for the Durango & Silverton Narrow Gauge Railroad as an air-brake mechanic until March of this year.

September 11 commission wants 'no-fly' list expanded to trains, ships

WASHINGTON, D.C. - The government should check travelers' names against terrorist watch lists before they board passenger trains or cruise ships, the September 11 commission recommended September 8, according to an Associated Press story in the San Francisco Chronicle. Airlines now check their passengers' names against such a list, a responsibility that the Transportation Security Administration (TSA) plans to assume sometime next year.

"Steps should be taken as soon as possible to convert the "No-Fly" list into a "No-Transport" list that would be provided to transportation providers in addition to air carriers (starting with cruise ships and Amtrak)," the report said. The proposal is one of 94 released September 8 that expand upon a handful of transportation security improvements the September 11 commission recommended to Congress in July. Other new proposals include giving flight attendants counter-terrorism training, drawing up comprehensive plans to protect all forms of transportation, and expanding the use of watch lists. The 20-page report stressed that government needs to develop comprehensive strategic plans to protect ships, trucks, and mass transit systems as well as aviation, which has gotten the bulk of federal spending and attention since the Sept. 11, 2001, terrorist attacks. TSA chief David Stone has said such a plan will be finished by year-end.

CSX, Florida East Coast returning to normal in Florida

JACKSONVILLE, Fla. - The majority of CSX's Florida railroad network is up and fully functioning on September 9, with all major cities in the state were being served, according to company spokesman Gary Sease. The biggest nagging problem, he said, was that commercial power in the vicinity of the railroad has not been fully restored. Portable generators are still being used to protect grade crossings in a few areas.

Freight railroad Florida East Coast (FEC) announced that it resumed full rail service on September 9 along its 351-mile line on the Atlantic coast of Florida between Jacksonville and Miami, with all grade crossings having been cleared and inspected. FEC suspended service late September 9 in anticipation of the arrival of Hurricane Frances. The company said the hurricane's impact on its buildings, property, and operations was negligible.

Oh, the wreckage — UP freight takes out truckload of Porsches

VENTURA, Calif. - A truck with two flatbed trailers carrying 5 vintage Porsches was struck and destroyed by a Union Pacific freight train about 3:45 p.m. September 12. The train, symbolized MWCPD-12 and bound from West Colton, Calif., to Portland, Ore. on the railroad's Coast Line, hit the truck after the vehicle became trapped on the tracks near the Ventura County Fairgrounds, according to UP spokesman John Bromley. After the incident, some of the Porsches, which had been on display at a show and were valued at about \$200,000 each, were said to be only 2 to 3 feet high. Ventura is about 70 miles northwest of Los Angeles; the Coast Line is a former Southern Pacific route.

Bromley said the lead locomotive, SD70M No. 3955, derailed its front wheel assembly and suffered extensive damage. The crossing gates were destroyed. Although an undetermined amount of fuel from the truck and the Porsches leaked. Rail service was re-established about 4 hours later, with cleanup crews having to remove large amounts of debris from under the 3955. According to Bromley, the truck driver stopped on the tracks when the vehicle in front of him stopped. The northbound UP train came by a moment later. There were no reported injuries to the train crew of the truck driver.

Michigan dinner train sidetracked

TRAVERSE CITY, Mich. - The Grand Traverse Dinner Train Company is stuck at the station over a contract dispute, according to a story in the Traverse City *Record-Eagle*. The dinner train's lawyers filed suit in Grand Traverse County Circuit Court after the host railroad over which the train runs, Tuscola & Saginaw Bay Railway, revoked its right to use the line.

James E. Shepherd, CEO and majority shareholder of the Owosso-based railway, said the Grand Traverse Dinner Train owes his railroad thousands of dollars, and he accused the business of keeping unsafe cars on its line for nearly a year. "They are in financial default, and, according to the safety standards in our contract, they are in default in that as well," he said. "I am not letting them run because they take unsafe equipment out with passengers on our line ... it would be unconscionable for me to allow that."

T&SB's general counsel, Phillip Maxwell, said the railway will ask the court for the nearly \$20,000 it alleges it is owed. The railway also wants the court to terminate the dinner train contract. Grand Traverse Dinner Train President Ella Cooper called the revocation of its line use unfounded. Her company wants restitution for lost revenue and access to the line as it prepares for its busiest season. "I think it is simply a contract dispute and our company complies with all safety standards," she said. "The amounts they are implying are inflated." Grand Traverse Dinner Train has been operating since 1996 and pays the railway \$600 per operating day. The train runs on TSB's Traverse City-Walton Junction line, a former Pennsylvania Railroad branch.

B&O Railroad Museum to reopen in November

BALTIMORE, Md. - The Baltimore & Ohio Railroad Museum will be celebrating the complete restoration and reopening of its 1884 National Historic Landmark roundhouse the weekend of November 13-14. During the 2003 Presidents' Day weekend, a record-breaking snowstorm swept through the state, dumping a 3-foot snowfall onto the roof of the building, causing a partial collapse of the roof and damaging some important railroad locomotives and artifacts.

The museum's roundhouse, a 22-sided polygon, is the largest circular industrial building in the world. Designed by E. Frances Baldwin, it was completed in 1884. Throughout the restoration process, crews have worked to completely rebuild the lower roof, clerestory roof, and lantern (cupola) while preserving the original design of the building using modern materials. In addition to seeing the roundhouse restoration, guests will be able to visit some of the museum's expanded facilities, including exhibition galleries featuring the Smithsonian Institution's model railroad collection, railroad china and silver, and clocks and pocket watches. Brand-new interpretive panels will provide insight into the historical significance and the cultural aspects of different exhibits and the artifacts presented within.

The museum will be offering daily train rides from April through December 2005 and during weekends in January. No train rides are scheduled during February and March. The first major event, though, is this year, the Holiday Festival of Trains beginning on September 17, November 26, and continuing throughout the holiday season until Thursday, December 30. The museum will celebrate its Grand Reopening during Memorial Day Weekend 2005, when it will unveil its new state of the art restoration facility and open the historic North Passenger Car Shop to the public. Other exhibits and expanded facilities will also be part of the celebration, including a new living history center and family activity center. For more information on the museum's reopening celebrations and programs, visit its Web site, www.borail.org.

Pre-Civil War era steam locomotives found off New Jersey coast

PHILADELPHIA, Pa. - Two pre-Civil War steam locomotives, almost completely intact, have been discovered sitting upright, side-by-side, at the bottom of the Atlantic Ocean, several miles off the central New Jersey coast, according to a story in the Philadelphia Inquirer. The submerged locomotives were originally discovered in 1985 by a charter-boat captain, but the significance of the find was not realized until two years ago, and not made public until September 24, when a federal judge ordered the relics protected. In the next few days, a surrogate U.S. marshal will dive 90 feet to the ocean floor a few miles east of Asbury Park, N.J., to attach a laminated notice to one of the locomotives. The notice includes a marshals' warning that tampering or poaching is now illegal. Two organized groups of amateur railroad and diving enthusiasts obtained the court order. They hope to retrieve and restore the steam engines, which are encrusted with a century and a half of barnacles and other sea life.

John H. White, a former railroad curator for the Smithsonian Institution in Washington, D.C., described the discovery of the two steam engines near New Jersey as "unusual, an oddity. They don't tell anything we don't already know. It's just interesting that they survived all this time. We don't have much from the 1850s. These are new pieces that were unknown."

To recover the steam engines from the Atlantic, the leaders of the diving and train enthusiast groups acknowledge they will need professional help. "This is, really, out of our realm," said Victor Crisanto, chair of the New Jersey Museum of Transportation, which won the legal protection for the engines. The private museum has operated the Pine Creek Railroad, a railroad preservation organization at New Jersey's Allaire State Park, since 1952. Crisanto and historians said they have little information about the engines' history - the precise year they were built, for example, or how they landed at the bottom of the Atlantic Ocean. But by analyzing certain clues - the wagon-top boiler and the valve controls, for example - historians believe the steam locomotives were manufactured in New England, probably Boston, between 1851 and 1854. Beyond that, they say, little is certain, because railroad records were poor. Some historians suspect the engines slipped off a freighter headed south during a storm.

UP latest to install locomotive-mounted cameras

OMAHA, Nebr. - Cameras whose main mission is to record the railroad's experience in grade-crossing collisions, and near-misses, are coming to Union Pacific locomotives as they have to units on Burlington Northern Santa Fe and Norfolk Southern. UP has announced it will install on its locomotives digital cameras and microphones of the brand Track Image Recorders (TIR), in order to verify train crew and motorist/pedestrian actions in accidents.

The small cameras will be mounted inside the locomotive cab at the top of the engineer's windshield, looking down the track in front of the locomotive. A microphone will be mounted outside to record the locomotive's air horn. The video image disk, which can record up to five days of information, will be retained onboard each locomotive in a lockbox, accessible only to authorized personnel for review. The TIR will be linked to the locomotive's existing event recorder so each trip can be duplicated in detail with the sound of the locomotive's air horn and crossing bell and pictures of the track ahead of the locomotives. Event recorders are capable of recording speeds, throttle and brake settings, electrical power levels and horn use. The TIR image file and the event recorder data will be time synchronized. UP anticipates that the first phase of retrofitting its locomotives with TIR will be completed by the end of next year.

Abandoned Pacific Electric tunnel on track for historic status

LOS ANGELES, Calif. - Historic status has been tentatively granted to an abandoned Pacific Electric subway tunnel and substation building in a graffiti-covered area near downtown, according to a story from Associated Press published in the *San Jose Mercury News*. The Los Angeles Cultural Heritage Commission decision will likely allow a developer to break ground for a 276-unit apartment complex around the structures. A group called Belmont Art Park United had hoped the commission would protect the entire 2.45-acre Toluca Yard property at 2nd Street and Glendale Boulevard. The commission's vote will be forwarded to the city council for final approval. Until rail operations ceased in 1955, the tunnel was the portal for PE operations between downtown Los Angeles and Hollywood. Over the years, it had become a magnet for gang activity and graffiti.

UK tilting train breaks speed record on its initial run

LONDON - Britain's high-speed tilting "Pendolino" train, owned by Richard Branson's Virgin Rail, marked its launch on September 20 between London and Manchester with a record-breaking 1 hour, 53 minute run, the first time the journey had been completed in under 2 hours, according to a story from Reuters. The train left the capital after a ticket ceremony complete with brass band and banners in Virgin's red stripe and pulled into Manchester in time for lunch, eclipsing the previous record for the 184-mile journey of 2 hours, 8 minutes, set in 1992. Virgin Group Chairman Richard Branson said there could be teething problems over the next 3 months for the service, which will also run to other major cities. Virgin Rail, a joint venture between Stagecoach Group and Virgin Group, said services would be doubled under a new timetable for the faster trains.

The launch marked the first stage of a long overdue upgrade of the west coast rail network from London to Scotland which should be completed by 2008, years behind schedule and at several times the original cost estimate. Failure to thoroughly upgrade the line after nearly half a century of neglect and spiraling costs was a key factor behind the demise of Railtrack, the privatized rail infrastructure company which collapsed in 2002. Branson said track engineering work on the upgrade to Glasgow would be completed by December 2005.

Blackberry picker causes German rail chaos

BERLIN - Trains on a busy German main line were delayed for 4 hours after an engineer hit the emergency brake fearing a man next to the tracks was trying to kill himself...but he was only picking blackberries, according to a story from Reuters. Authorities stopped all trains and closed the rail line, causing a chain reaction that delayed 11 trains for 4-1/2 hours. Police said on September 22 the 70-year-old man was spotted as he leaned over the track near the western city of Cologne but it turned out he was just trying to reach the best berries.

RailPower's Green Goat enlists in the U.S. Army

VANCOUVER, British Columbia - Green Goat manufacturer RailPower Technologies Corp. announced on September 23 that the U.S. Department of Transportation Volpe National Transportation System Center has awarded a purchase contract for 3 Green Goat hybrid switcher locomotives to RailPower's wholly owned subsidiary RailPower Hybrid Technologies Corp of Erie, Pa. The 3 locomotives will be assigned, one each, to Fort Irwin, near Barstow, Calif., Sierra Army Depot, near Herlong, Calif., and Fort Lewis, near Tacoma, Wash. The Green Goat had previously demonstrated at the Marine Corps Logistics Base at Barstow, Calif. RailPower's hybrid locomotives feature small diesel generator sets and large banks of recyclable lead-acid batteries. Remanufactured from existing road-switchers, they cut fuel consumption by 40-60 percent, smog-precursor oxides of nitrogen (NOx) and particulate emissions by 80-90 percent and greenhouse gases by 40-60 percent, when compared to conventional yard switchers in the 1,000 to 2,000 horsepower range.

UP Big Boy, Centennial will be on the move again

OMAHA, Nebr. - On September 23 the Union Pacific unveiled plans for a new park honoring former UP chairman and CEO John C. Kenefick south of downtown near Lauritzen Gardens, replacing a former park bearing his name northeast of downtown near Abbott Drive, near the site of the former UP shops and on the main route from downtown to the airport. The new one will include the two displays that were the earlier park's major attractions, 4-8-8-4 Big Boy No. 4023 and EMD DD40X Centennial diesel No. 6900. After construction of a new civic center and resultant highway relocation wiped out the former park and rendered the two locomotives homeless, they were moved in 2002 a mile away to the Western Heritage Museum, which occupies the former Omaha Union Station, alongside the UP main line. Since then, Union Pacific and the city of Omaha have searched for the proper location to relocate the park and display the locomotives.

Although Kenefick retired in 1986, he maintains an office at the railroad. Born in 1921, he graduated from Princeton University with a major in mechanical engineering. After serving 3 years in the U.S. Navy, he began his career with the railroad working in the mechanical and operating departments in 1947. Kenefick was elected chief executive officer in 1970, became president in 1971, and was named chairman and chief executive officer in 1983. According to a story in the *Omaha World-Herald*, Infinite Scale Design Group of Salt Lake City, Utah, is designing the park. Plans include displays on the history of Union Pacific, the two locomotives, and Kenefick. The city of Omaha will build a \$350,000 monument next summer in honor of the railroad on the southwest corner of 10th Street and Abbott Drive, near the site where ground was originally broken for the Union Pacific in 1863.

Latest hurricane again shuts down railroads in battered Florida

JACKSONVILLE, Fla. - Hurricane Jeanne, the 4th hurricane to hit the state in 6 weeks, made landfall on Florida's east coast near Stuart about midnight, Saturday, September 25. CSX facilities and grade crossings had been secured in advance of Jeanne, with operations at terminals, and auto and intermodal facilities discontinued mid-day Saturday, according to CSX spokesman Gary Sease. Terminals in the Tampa and Bone Valley area were secured late Saturday, and rail service was halted. CSX's Savannah, Ga., locations have likewise suspended service. Sounding a now familiar tune, Amtrak also was continuing to temporarily suspend service to and from Florida. CSX and Amtrak are assessing any possible damage to the rail infrastructure and facilities.

The southbound Auto Train (53) scheduled to leave Lorton, Va. for Sanford, Fla., on September 27 and 28, and the northbound Auto Train (52) scheduled to leave Sanford for Lorton on September 27 and 28 are also canceled. All staffed Amtrak stations in Florida and stations to the north on the affected routes up to Charlotte and Fayetteville, N.C., were closed. Amtrak's Sunset Limited (trains 1 and 2), normally operating between Los Angeles, Calif., and Orlando, Fla., were canceled east of New Orleans.

CSX ballast trains are staged at various locations near Hamlet, N.C., Baldwin, Fla., and Augusta, Ga. Generators, chain saws, and other equipment have been staged throughout the region, and private contractors are on call to help with removal of debris and restoration of CSX lines in the aftermath of the storm. Florida East Coast Railway issued an embargo notice for all traffic to, from, or via all FEC Florida destinations or interchanges. Miami/West Palm Beach Tri-Rail commuter service was suspended as of mid-day Saturday, September 25.

Co-star of 'Polar Express' movie to steam to Grand Rapids preview

OWOSSO, Mich. - Pere Marquette 2-8-4 steam locomotive no. 1225, owned by the Steam Railroading Institute (SRI), is expected to operate from its home in Owosso on November 3 to Grand Rapids, Mich., for the November 5 preview of the Warner Brothers animated movie "Polar Express," according to SRI executive director Dennis Braid. The city was chosen because Chris Van Allsburg, author of the book "Polar Express" which inspired the movie, lives in Grand Rapids. The basic specifications of the movie locomotive were drawn from the 1225. The day's proceeds from the movie will go to the Michigan Pediatric Hospice in Grand Rapids.

The 1225 and a short train consisting of an auxiliary tender and 5 cars, will be routed on the Tuscola & Saginaw Bay Railway from Owosso south to the Ann Pere Junction near Howell, where it will interchange to CSX for the run west to Grand Rapids. The train will be on display in Grand Rapids until the evening of November 5, when it will back down to the Amtrak station and board movie and hospice dignitaries for the 1-mile trip back to the display area. The 2-8-4 will continue to be displayed until November 7 when it will depart Grand Rapids for the return trip to Owosso. SRI says the movement to and from Owosso is considered a freight train, and no passengers will be boarded. For more information, visit the SRI website at www.mstrp.com.

Canadian farmers buy 300-mile line to prevent shutdown

MOOSE JAW, Saskatchewan - A 300-mile stretch of railway has been purchased by a group of Saskatchewan farmers after the U.S. company that operated it, OmniTrax's Great Western Railway, planned to shut it down, according to a story in the Toronto Star. Farmers along the line, which stretches from Limerick to Bracken in southwestern Saskatchewan, raised more than \$3 million during 2 months this summer against the total price of \$4.3 million. The line originally was Canadian Pacific's.

Louis Stringer, a member of the committee that bought the railway, said most of the 15 elevators along the line are owned by individual producers. If the line closed, he explained, the farmers would have lost their investments in their elevators. Many rural municipalities in the area kicked in money for the purchase to avoid future costs of fixing roads damaged by heavy trucks carrying grain. The province also provided an interest-free loan for 15 years towards the purchase. Stringer said farmers along the line will save money on shipping grain, even if they don't use the railway. Just having it running, he said, means the big grain companies have to keep their trucking prices down.

CSX still recovering from hurricanes; Amtrak returns to Florida

JACKSONVILLE, Fla. - CSX, still on the mend from hurricanes Ivan and Jeanne, hosted its first Amtrak train to Florida on September 29. The Palmetto, train 89, which normally runs from New York to Miami, operated only as far south as Jacksonville, with no alternate transportation provided to Miami. September 30's Amtrak schedule has three of its four New York-Florida trains running, but service south of Jacksonville and Orlando remains canceled until CSX can complete track repairs. While the southbound Palmetto is terminating in Jacksonville, the southbound Silver Star (train 91) is terminating farther south, at Sanford, but is not going on of Miami, although bus service is being provided for Silver Star passengers destined for Winter Park and Orlando. The northbound Silver Star (92) is originating at Sanford. The southbound Silver Meteor (97) scheduled to leave New York on September 30, and its northbound counterpart (98) scheduled to leave Miami on September 30, were both canceled. The tri-weekly Sunset Limited, whose normal route is Orlando-Los Angeles, operated only to the west of New Orleans, La.

CSX operations have resumed across the Florida panhandle between Baldwin and Pensacola, but interchanges with western railroads at New Orleans are still limited, with temporary rerouting of freight traffic through Memphis, Tenn., East St. Louis, Ill., and Birmingham, Ala. Traffic destined for, or originating from, locations between Pensacola/Goulding and Chattahoochee remains embargoed. On Florida's Atlantic coast, where Hurricane Jeanne made landfall near Stuart about midnight on September 25, CSX is still inspecting facilities, track, and signals throughout the southern part of the state. The railroad is still suffering from widespread commercial power outages between Jacksonville/Baldwin and Miami and throughout central Florida (the Tampa area, the Bone Valley, Plant City, Sanford, and Orlando) and points south. Portable generators are still in place across the state to supply power to signals and crossing gates.

PROGRAM MANIFESTS

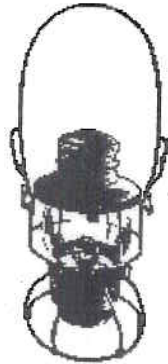
UPCOMING CHAPTER PROGRAMS

OCTOBER - MONDAY the 11TH, 7PM. Vice-President Hal Greenlee's subject will be the 2004 NRHS national convention rail fan trips.

NOVEMBER - MONDAY the 8TH, (TIME TBA). 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.

CURRENT & UPCOMING FLORIDA EAST COAST EVENTS

OCTOBER – SATURDAY the 16TH, 9am - 2pm. Train & Toy Show, Shrine Azan Temple, 1591 W. Eau Gallie Blvd. Melbourne. Admission. Children under 10 free with parent. (321) 453-4125. (Rescheduled from September due to a little weather.)



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

September, 2004

STACK TALK by Neil Moran

Some of you senior citizens hopefully remember a news reporter of the 30s and 40s. His name was Gabriel Heator. He'd start out his daily show with these words: "Ahh! Folks there's good news tonight," well, this month's column is loaded with good news, unlike the summer edition. We'll start off with information received today. "Bullet Nose Betty" #6060 ran an excursion out of Stettler to Coronation, Alberta in late July. She again ran without incident during the round trip. This latest run pulled eight cars filled with paying customers all in ex C.N. coaches painted in the original black and grey colors. No. 6060 has powered several other trips in the past this year, and the Prairie Central has carded her for several other excursions this year.

In the summer issue of "Stack Talk" I stated that when the #2816 Hudson came to Montreal two months ago on her epic cross-country sprint, that the "extra" excursion to Joliette was a success. That trip never happened due to the lack of coaches that could not be acquired from C.P. The trip itself was almost a sellout, but the local group running it failed to get the needed rolling stock. This was the only blemish on the entire schedule.

Over at St. Thomas, Ontario there's some strange news to report. Former Reading #2100 stored in the engine house was moved out and on to a track that was near a body of water that supplies the local town with its drinking water. When #2100 was steamed up and her tank filled with oil and water, Murphy's Law stepped in. Apparently a leak had developed in the tender where the oil bunker is located. This leak was not a big one, and nobody discovered the oil seeping into the ground and running down into the stream. The Northern wasn't going anywhere that day, except for a short spin around the grounds. After several hours of standing at this location, she was moved to another spot. The bunker oil contaminated the drinking water for several days, which then was discovered by the city officials of St. Thomas. They charged the facility over \$30,000 to clean up the mess, and admonished the group severely. As for the locomotive possibly being moved out to Calgary so that C.P. could inspect it for possible excursions next year, that will not happen; for whatever reason, C.P. has turned down the offer, and will continue its steam runs next year with the #2816.

The really big news in this edition comes out of Montana, when the ex-Southern Pacific Northern #4449 will make her way across from Sand Point, Idaho to Billings, Montana, starting on October 9th. This will be a three day adventure across some of the most spectacular scenery in this country. "Montana Rockies Rail Tour" is the group that is spearheading this adventure, and it has been dubbed "Montana By Steam II." The eastbound trip departs Sand Point, Idaho and is routed along the Clark Ford River via St. Regis, Montana to Missoula where the train spends the night. The next day Missoula into Bozeman traversing through Montana's loveliest countryside. There will be an overnight in Bozeman for servicing. The third and final day behind the #4449 takes you from Bozeman to Billings. For those wishing to stay over in the area in Billings there is a side trip by motor coach to Cody, Wyoming, for two days. The return trip out of Billings westbound, departs on October 15th, and returns to Sandpoint with overnight stops in Bozeman and Missoula. The train will take a different route in some locations traversing along the Flathead River on the High Line Division, through some of Montana's awesome scenery. From what I've heard as of a few months ago the eastbound trip was all but sold out. However there were still tickets available for the return run. Of course the star of the show will be the sleek looking Daylight engine repainted back to its original paint scheme putting on a show of shows. This 63 year old Southern Pacific steam engine will be making her first trip out to unfamiliar territory, and is eagerly awaited by many, many railfans and other people who will line the track waiting to get a glimpse of her. Its consist will be restored 1950-era cars of the Montana Daylight. The 17 car train will include dome cars, coach cars, club car, traditional diner, plus several luxury cars including a seven-bedroom sleeper and a domed lounge car with an open air rear platform. The "Special" will be among the longest passenger consists to journey the 478 miles between Sandpoint and Billings over the original Northern Pacific tracks. For steam fans or just rail fans I assure you this is one trip you don't want to miss, with its spectacular scenery and the #4449 doing it just like in her days of glory. For further information call 1-800-519-7245, or www.montanarailtours.com.

Heading south into California, the Sierra Nevada Logging Museum has acquired a piece of California history. "The Friends of the Logging Museum," have purchased Shay locomotive #4 from the Nevada Railroad Museum in Boulder City, Nevada. The 90 ton Shay and tender was loaded aboard two special trailers, and trucked across the Tehachapi Mountains to the repair shops in Oakdale, California. While at Oakdale, the engine will undergo extensive restoration to put it back into steam service. The goal of the SNLM is to offer the public the opportunity to see the #4 in operation at the museum in White Pines, near Arnold, California.

Moving eastward to the Durango & Silverton Railroad they again celebrated "Western Heritage Days." This railfest seems to be getting more popular as the years go on. This is a fun-filled four day event that was scheduled this past August from the 18-22. The theme was "Happy Rails To You." Special Western celebrities were the wood burning "Eureka & Palisades" locomotive which dates back to 1875, and the 1930s Rio Grande Southern Galloping Goose Motor #5. Guests had the pleasure of riding on the "Presidential Special." This first class train behind steam was made up of the D&SNG RR's four vintage first class coaches. These rare cars date back to 1878 and were immaculately decorated with first class accoutrements which included velvet drapes, Victorian fashions, marble-topped dressers, ornate wood moldings, and brass railings. Rail collectors were thrilled with the annual railroadiana swap meet and yard sale. There was also a special photo event at the dedication of the newly restored "Needleton" tank at mile marker 484. The railroad also inaugurated back last June a "Mountain Express" train up to Cascade Canyon. With the cooperation of the San Juan Public Lands and the San Juan Mountain Association this new train gives the passengers to learn about native flora, Colorado wildlife, native studies, and fire ecology. This last category is very important to the railroad as they always have to be very alert during its season to be watchful of forest fires. As you might remember last year the railroad was shut down for several weeks due to fires raging in the area.

During the "Railfest" the Eureka & Palisades #4 made four trips out of Durango. Three to Cascade Canyon, and one to Silverton. As always the #4 was the hit of the "Railfest." Several locomotives from the Durango & Silverton have appeared in motion pictures. Here is a listing. Colorado Territory (1949), Ticket to Tomahawk (1950), Denver & Rio Grande (1952), Viva Zapata (1952), Thee Young Texans (1954), Run For Cover (1955), Maverick Queen (1956), Around the World in 80 Days (1956), How the West Was Won (1963), Butch Cassidy and the Sundance Kid (1969), and several others up to The Claim (2000). Upcoming events include Sept. 25, "Photographers Special," then on Nov. 24 the Cascade Canyon winter train begins. Then on Dec. 31, New Year's Eve, their annual midnight train when passengers dress up in Victorian attire.

Things are also looking up for the Cumbres & Toltec Railroad. A remarkable story unfolded last year when the railroad only had one locomotive running, last year, Mikado #487. This engine performed miracles last season by running the entire schedule on its own. Thanks to a tremendous effort by its shop crew, Kim Flowers, and General Manager Steve Montano. Now let's go back to last winter when the shop crew started to refurbish the #487. She was stripped and sandblasted, stay bolts and side sheets were replaced. Work also started on the #484 and #488. The #484 had front flue sheets installed and tube work was started. The drivers have been installed with the exception of driver number 4. The work on the firebox was 75% complete. As for the #488, drivers were worked on as well as axles. Moving to March, the #484 drive gear was assembled, firebox completely restored. New side sheets, flues and superheater installed. The tender was completely restored, plus the running gear underwent some fine tuning. Meanwhile the #487 service inspection was completed. The firebox was fitted with new steel along with new staybolts. Boiler flues were installed, and received a new set of superheater units. Most important the C&T received \$800,000 for operating and \$250,000 for trackwork from the State of New Mexico. Let's fast forward to May. Locomotive #487 made a test run on May 29, and all went well! The Federal Railroad Administration gave its blessings. Meanwhile at Antonito, the #487 had a hydrostatic testing after her boiler was thoroughly cleaned, tubes and flues renewed, a new superheater and crown bolts installed. As of last June the #488 is undergoing renovation at the Chama shop and at this writing in early August should be in service to help out #488 and #487. Which now means the pike has now three locomotive back on line. The C&T Railroad Commission has seen much needed work since May 2003. The line is now under management agreement awarded to the Rio Grande Railway Preservation Corporation. Funds are turned over and used in improving various parts of the railroad operations. The C&T has become the largest steam locomotive restoration program in the United States. Besides the three engines, five tenders and 12 passenger cars have been restored. Plus the 64 mile track has been a major improvement. In part, Colorado funded \$300,000 to enhance trackwork, while New Mexico gave an additional \$250,000 for work on Mud Tunnel. Both depots (Chama-Antonito) received extensive repairs along with the Osier station, where trains stop for lunch. This station also received \$50,000 from Economic Development of Colorado to repair the roof, along with a \$100,000 grant to rebuild the passenger cars. However the railroad still needs \$500,000 to \$1 million from the Austin EDA Locomotive Association. They are also looking for a grant of \$800,000 from the Denver EDA for track work. This latest funding will also keep 30 people employed over the winter months. From May 8, 2003 through June 1, 2004, C&T has spent \$4,500,000 to refurbish the railroad.

So far both #484 and #487 have done the job, and people are coming back to ride the train which is a positive sign. It is impossible for me to thank all the people who have made this transformation possible. Truly a Phoenix rising from the ashes. Bravo Cumbres & Toltec, bravo. For reservations call 1-888-286-2737 or visit www.cumbrestoltec.com.

I'd like to continue with more good news, especially after all the bad news I dumped on some of you in my latest column. Down at the Great Smoky Mountains Railroad in Dillsboro, North Carolina the 2-8-0 #1702 is under steam again. She was out of commission in 2003. Her running gear caused major problems. GMSR decided to refit the roller main bearings with the original style friction bearings. This necessitated the replacement of several gear components, including four new driver axles. Eight new fabricated driving boxes, crown brass, six new crank pins, replaceable hub liners, new brass side rod bearings, and new shoes and wedges. The 2-8-0 Consol began life in the Baldwin works in 1942. She first operated with the U.S. Army and then moved on to two tourist lines, the Reader Railroad in Arkansas, and the Fremont & Elkhorn Valley in Nebraska, before going to North Carolina. Great Smoky Mountains provides both freight and tourist passenger service on 53 miles of the ex Murphy Branch of the Southern Railway in western North Carolina.

Up in the dairy state of Wisconsin, the Mid-Continent Railway Museum has officially taken possession of former Copper Range Railroad 2-8-0 #29 from owner Clint Jones of Mineral Range, Incorporated. Steven Butler of Mid-West Locomotive & Machine Works of North Lake, Wisconsin was hired to load #29 at Hancock., Michigan. Deppe Transportation service in Baraboo, Wisconsin, along with Becker Enterprises of Warren, Michigan were hired to provide four semi-trailers for the move. The Consol was built by Alco in 1907 and was a class C2. She is one of twelve 2-8-0's owned by the Copper Range RR. Normally used in freight service, it occasionally substituted on passenger service. She powered the railroad's crack train "The Chippewa." In June, 1967 No. 29 was sold to Clint Jones, who refurbished it for service on his Keweena Central tourist operation, performing well. However the Keweena Central was abandoned in 1972, and Mr. Jones had to move everything back to Hancock for storage until last spring when negotiations began with the Mid-Continent Museum. What does the future hold for the locomotive? Well, she's in bad shape. Having spent many of the 32 years outside. The big problem is the deterioration of the firebox, which could put the full restoration back to running in jeopardy. Presently the Museum will cosmetically restore her, and put it on display with two other Copper Range coaches to simulate the old "Chippewa, a nice touch. Donations are being accepted for the restoration of #29. Check your website at www.midcontinent.org.

Now it's time to thank the people who so generously sent in some of the information you just read about. John Biehn (Dayton RR Society), Kim Smith Flowers, Mark Yates and Steven Montano (Cumbres & Toltec RR), Andrea Seid and Bob Morris (Durango & Silverton RR), Steve Barry (Railfan & Railroad Magazine), plus Ed Emery (Toronto, Canada), and your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN.

October, 2004

STACK TALK by Neil Moran

Lots of steam news from around the globe to talk about in this issue. We'll travel first halfway around the world down to Zimbabwe. If you have been reading my column for the past several issues Bayer-Garret's class 16A have been powering commuter trains out of Bulawayo to Khami and Luveve. This practice still continues as this column is written. In fact, two more Garret's have been refitted, a 14A Class #509, and another P15 Class #386, and are now in service. In fact a 14A Class 2-6-2+2-6-2 is destined to New Zealand's Mainline Steam Trust. Several more Garrets are being overhauled for regular service on the runs between Zimbabwe, Hami, and Luveve. Cleanliness on the trains has all but disappeared, with basic facilities now being a major health hazard. Also, the late running of passenger trains continues with ongoing signal problems. Trains are held up for long periods awaiting other trains coming from the opposite direction. Theft and vandalism are out of control!! The NZR General Manager stated that the railroad has to find a way to get Z4 million to replace copper cables stolen on a monthly basis. These cables are used for electricity in the shops, signals, stations, and engine houses. The railroad simply cannot stop the thievery!!

We move again half way around the world, and land in Calgary, Alberta. Presently the C.P. #2816 is undergoing the necessary repairs for her upcoming three day circle trip out of Calgary into Lethbridge, and back to Calgary. This same trip has been done with vintage FP7s in the past. But on September 3rd the "Empress" will grace the consist made up with vintage rolling stock and traverse some of the most spectacular scenery in Canada. Heading west, the #2816 will pass Banff, Lake Louise, Morant's Curve, then move into British Columbia with a stop at Field. Continue west through Kicking Horse Pass in Yoho National Park and into Golden. At Golden the train will leave the mainline and head south to Invermere for an overnight stop. The following day finds the consist heading south above the Kootenay River into Fort Steele, then Elke. The tracks then turn east and head toward Bellvue and Lethbridge. At Lethbridge stands one of the most longest trestles in Canada. It spans a deep valley and is approximately one half mile long, and over 400 feet high. Truly a spectacular sight there. Passengers can visit nearby Fort MacLeod. The train must back up over the high trestle, and go on a subdivision north to Orotoks, where in all probability it will spend the night. From there it's a relatively short trip up to Calgary. This is a trip to dream about. Steam in the Canadian Rockies used to be something we steam fans could only dream about. But thanks to CPR President Rob Ritchie, one can now enjoy and live it. Hopefully I'll have a report on this trip in the November issue.

For the trivia buffs, #2816's journey east of Toronto last summer occasioned a number of firsts including being the first operating steam locomotive to traverse the Belleville and Winchester Subdivisions since ex-CP Royal Hudson #2860 did it back in 1978. Then too, it was the first locomotive to arrive in Smith Falls since 1990 in that once thriving railway center. Back then it was the G5 class #2101 Pacific from the Bytown Railway Society barnstorming on a round trip between Ottawa to Brockville. My good friend and sometime contributor to my column John Corby was the engineer on that epic ride. Leaving Smith's Falls the "Empress" shed her diesels on her run to Ottawa and Montreal. Her arrival in Montreal was also something special. She was the first operating steam locomotive in that city since #1201 stopped at St. Luc yard in the spring of 1989. On May 30, 2004 it made a history-making twelve moves between Windsor Station and Montreal West, with one trip to St. Therese, again the first locomotive on this track since the #1201 back in 1981. On June 11th she departed Montreal en route to Toronto, Hamilton, Welland, then crossed into the United States at Fort Erie towards St. Paul, Minnesota for a series of excursions. Then the final leg of her history-making journey back to Calgary. What a story!!

Here's a little news from the Kettle Valley Railroad. Their Consol #2149 ran out of Kelowna, B.C. to an undisclosed location. So far this year the #2149 has made several excursion, and most important, people have been supporting the pike. As you might remember the provincial government donated a substantial amount of money to keep this operational.

Strange as this may seem, the on again, off again negotiations between Tom Paine and the CPR are "on" again. Maybe they can finally come to terms regarding former Reading #2100. Mr. Paine would dearly love to unload this 4-8-4. He's frustrated beyond belief that he could not run this Northern type engine after restoring her to operational condition. We'll see how these upcoming negotiations will come out.

"Bullet Nose Betty" will make one more trip out of Stettler, Alberta to Edmonton over the Canadian Thanksgiving weekend. This is a repeat of the excursion she pulled last June which was a sellout. No. 6060 has performed exceptionally well this year with other trips to Coronation, Big Valley and Meeting Creek. This undoubtedly will be her final journey until next season, truly a remarkable year for this Mountain class engine.

One final bit of news, and it's good! No. 3, an 1882 Dubs & Company out of Glasgow, Scotland, will be out on the excursion trail next year. The American type 4-4-0 has gone through extensive restoration for the past three years. Re-tubing, boiler work, new tires for the locomotive wheels. Also a new cab was reconstructed and new gauges installed including two boiler water level glasses. All this was sponsored by the Provincial Government of Manitoba to the tune of approximately \$1 million dollars.

Crossing over to our country, there is some steam news that might be interesting to comment on.

First, the Chelatchie Prairie Railroad in Yacolt, Washington has a 1929 Alco 2-8-2T tank engine that has been under restoration since the early part of this year. It has been torn down to the frame as work has started on the boiler, re-tubing, plumbing and smoke and fire boxes. In a conversation with Ron Madler, one of the supervisors, he stated that it will take the whole winter to restore the Mike, and of course lots of money. Right now they're using an old 1941 diesel to pull passengers on eight miles of operating track along the East Fork of the Lewis River. We wish them the best, and hope they do financially well this season.

Now we come to the crux of this month's column. The Georgetown Loop Railroad has officially come to end of track. Or, as they say out West, "They bit the dust!!"

On a visit to the Georgetown Loop R.R. this past August, I spoke to various workers, and one in particular, Mr. Ryan Davis. At that time he told me, "It looks bad, but we're having one last meeting with the Colorado Historical Society to see if a miracle will happen." Unfortunately that "miracle" didn't happen. In fact, the meeting ended with bad feelings on both sides. So now as of October 3 the railroad will stop running. So one of Colorado's most impressive railroads is history. Why?? Well, here are some of the problems that couldn't be overcome. First, the C.H.S. has stated several issues. A need for more parking facilities, which is almost non existing. Maintenance problems regarding buildings owned by the CHS that the railroad uses, and the need of more liability insurance. Present operators Lindsey and Rosa Ashby arrived in Silver Plume in 1974 with a locomotive and a few pieces of rolling stock. What the pike now represents thanks to their efforts is one of the finest financially secure short lines in the country for the last 30 years. In addition, it was they who acquired all the engines and rolling stock, plus all the equipment including a water tank at Silver Plume, laying most of the track, and restoring passenger and freight cars. They also organized a grant to help construct the new Devils Gate Viaduct. The impasse is of great concern to the citizens of Georgetown, who rely on tourists coming into town. Several months ago the CHS founded a corporation to help find a new operator who must be responsible for all facets of the operation. However, the biggest hurdle facing the new owners is motive power. The CHS just owns two steam locomotives, ex D&RGW 2-8-2 #491, a class K37, now stored at the Colorado Railroad Museum. The other, ex-Colorado Southern 2-6-0 #9. Neither locomotive is suited for the Georgetown Loop R.R. The #491 is too big to run, and the #9 is in really bad shape. She was built in 1884 by Cooke and saw service on the Denver, South Park & Pacific, then transferred to the Denver, Leadville & Gunnison in 1889, and lastly Colorado & Southern in 1899. In all likelihood it will run close to \$1 million to restore, as it has to be rebuilt from the wheels up!! Then too, if fully restored can the Mogul (2-6-0) pull a train up the hard 5% grades up to Silver Plume. Then there's the tender, the group plans to convert #9 to an oil burner which means the tender will have to be modified. Age is also a big factor here, #9 is 120 years old, and indeed a relic! The CHS might turn to the former Colorado & Southern displayed near the courthouse in Idaho Springs. While the outside of the Consol is in good shape, the inside boiler, wheels etc. is in really bad condition. Now we come to the rolling stock. Recently the C.H.S. has acquired five passenger coaches for the Cumbres & Toltec. However these coaches could very well be old C&T former box cars converted to hard-riding coaches. Plus being very uncomfortable.

Meanwhile back at the ranch the Ashbys were very upset that the coach house was built near the Silver Plume station and thus cut off many yards of ground that the Ashbys wanted for parking. They wanted the coach house moved down the grade past the yard facilities. This indeed would have been the better of the plan. This family has poured a large part of their lives into this railroad and have done a tremendous job in bringing in people of high standard to work for the operation. I talked to many people in the town of Georgetown, and to a one they all claimed the railroad is a good thing for the town and have been treated well by its present business partners.

As far as the rolling stock is concerned, all three operating locomotives (West Side Lumber Company Shays No. 12 and 14, and IRCA #40, a 2-8-0) will be moved to the Colorado State Museum in Golden, Colorado, along with the rolling stock by truck. The water tower goes too, plus all the machinery and tools that keep these engines running. This will be on a temporary basis, as inquiries will be made into starting a new operation such as Glenwood Springs or possibly at the Monarch Branch. Cañon City is out, they're not going to install an extra track to accommodate the narrow gauge equipment. On the final weekend of October 1-3, the locomotives will have black crepe put on front of them to signify the death of their railroad, and on the very last day, Oct. 3, after the last run all three engines will have it's whistles "tied down" and blown until all the steam pressure is gone. A true finish to a historic and reputable railroad, almost like a Viking's funeral. What a way to go!!

Out in the Beehive State, the Nevada Northern Railway has scheduled two railfan weekends this coming winter. The first dates are Dec. 4-5, 2004, and Feb. 4, 5 & 6, 2005. They will fire up No. 93, an Alco 1909 to power an original freight train made up of ore cars and a caboose. The two day event will feature many runbys through Tunnel No. 1, Lane City and Robinson Canyon. Then a trip on the High Line section up into Steptoe Valley high in the foothills. Also included on this weekend are tours of the engine house and shops, which house a 1907 steam rotary snow plow, a 1910 Jordan spreader, antique passenger, freight and various other working equipment. The line is enriched with an authentic coal tippler and water tank. One of the jewels of the railroad is the original station, that was built in the early 20th century and is listed as an original national landmark. Steam in the winter cannot be topped, especially if there's snow on the ground. For further details call Nevada Northern Railway at 866-407-8326 or www.nnry.com.

Before you go out to the Nevada Northern, how about heading up to Binghamton, New York to ride behind the NYS&W 2-8-2 #142 on its round trip to Syracuse on Oct. 16 & 17, the height of the fall foliage season. The excursion is to celebrate the 150th anniversary of the Syracuse, Binghamton & New York Railway. This trip is sponsored by the Central New York Chapter NRHS. Coach seats are selling for \$40 for adults and \$20 for kids, observation car, a cool \$100. This should be a fine trip through upper New York State especially during the height of the fall foliage season. Several run-bys are scheduled, so bring your camera along. Contact CNY NRHS, Box 229, Marcellus, NY 13108 or www.rhistorical-2.com/CNYNRHS.

Got to give you this last bit of news from the Railroader's Memorial Museum. Back in 1986 the Museum began a three year restoration of its historic Pennsylvania K-4 steam locomotive #1361. Five years later, the group discovered the already overdue project had major workmanship flaws and appointed a new crew to undo the problems by the first crew and continue their restoration. Now three years later, the Museum has hopefully gotten a final schedule to return the 4-6-2 Pacific to Altoona next summer from Steamtown National Historic Site in Scranton, where the restoration is taking place. The cost of this project has now reached a record \$1.5 million. A far cry from the original amount of \$625,000. The museum has received a \$500,000 grant for the locomotive and \$1.6 million to finish the job, plus help to construct a quarter roundhouse in the yard for the K-4 and other rolling stock. The roundhouse will eventually have seven bays and a turntable. The quarter roundhouse must be finished first to protect the K-4 from the weather and allow proper maintenance.

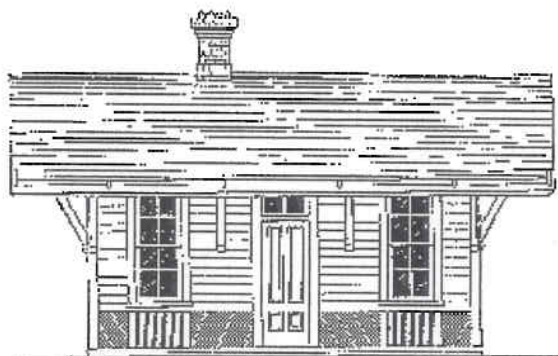
That wraps it up for this month, and happy to convey mostly good news in this edition.

Many thanks to John Biehn (Dayton RR Society), Ed Emery (Upper Canada RR Society), Ryan Davis (Georgetown Loop RR), Ron Madler (Chelatchie Prairie RR), Bruce Russell (RRE-NY), and your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN.

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