

# The *EAST COAST CHAMPION*

September

2002

## PRESIDENT'S MEMO TO STOCKHOLDERS

Today in the mail, I received the *National Railway Bulletin* with its feature article about strawberry express trains using reefers. This brought back memories of the days when I worked on the PFE (Union Pacific) ice dock in Kansas City, Kansas. I remember servicing special reefer trains (Railway Express refrigerated cars) of cherries from Washington state headed for New York. The whole ice-servicing crew stood by with all of the ice and salt ready. The train, consisting of 9 reefers and a caboose (remember those?), pulled in and stopped. We jumped on top, got the hatches open, put ice and then salt in the bunkers, closed the hatches, and swept off the top. The top was swept to clear it of any small pieces of ice and salt since the train would be going through the Kansas City, Missouri, Union Station passenger station. This was all accomplished in about 15 minutes. I remember this type of speed and attention to a nine-car train blew my mind. As soon as we cleared off the top, the train was coupled to a switch engine, and it was gone under full power.

Jim Sleeth gave us an interesting rundown on the American Orient Express shops at Lacy, Washington (near Olympia.) This is real railroading luxury like in the era gone by. I am certain it is a great experience. Thanks, Jim.

Dick Alkus showed the video of the *Broadway Limited* making its way through the Northeast. Thanks, Dick, for providing another nice video.

The next meeting, we will raffle another nice big book again donated by Bob Sowden. *Railroads of North America*, by Alan Singer is full of great pictures and text – a nice book for your library.

About three weeks ago, I received a phone call from the Rocky Mountain staff reporter for the *East Coast Champion*. Jim Poston said he was about to depart for Promontory, Utah. He said he would file his report after his return to Denver. We can look forward to that report in a future issue of our newsletter. I am sure Jim probably had an interesting and eventful trip.

Our program for September will be provided by member Bill McCord. Bill is putting together a program on the Chattanooga to Nashville portion of the Nashville, Chattanooga and St. Louis RR. Bill will give a talk and show some video—sounds like it will be really interesting.

Looking forward to seeing everyone at the next meeting.

Until the 9<sup>th</sup>,  
Stop, Look, & Listen,  
Chuck

## MINUTES FROM THE AUGUST MEETING

Chapter President Chuck Billings called the meeting to order at 7:10 PM on August 12, 2002. Chuck introduced guest Brian Joslyn.

APPROVAL OF MINUTES – Hal Greenlee offered a correction/clarification to July's minutes. UP engine 3985's July excursions are thought to be the last excursion use for the engine. Jerry Sheehan moved to approve & the minutes were approved as corrected. The motion was seconded by Dick Alkus and was passed.

TREASURER'S REPORT – Treasurer Bob Selle was absent

BOOK RAFFLE – Bill Hurst won the book raffle. The book was *Fort Wayne and Wabash Valley Trolleys*.

OLD BUSINESS – None

NEW BUSINESS – Dick Alkus made a motion that the chapter purchase a copy of the book *Trains Magazine's Diesel Identification Guide* for the chapter lending library. Harlan Hannah seconded the motion. After brief discussion the motion passed.

REPORTS AND ANNOUNCEMENTS – Several members attended the national model railroad show in Ft. Lauderdale. They shared their observations with the membership present. The new edition of *Speedway to Sunshine* was discussed. A suggestion was made that the chapter ask Seth Bramson speak to the chapter. It was also suggested that we try to have an impromptu meeting when Mr. Bramson is in the area for the book signing. The writer volunteered to keep track of the *Speedway to Sunshine* book signing in Titusville and inform the interested members as to its schedule date. The writer also volunteered to try to reserve a sufficient number of books for interested chapter members.

Hal Greenlee reported that he spoke to the proprietor of the Fabulous Fifties Diner. The proprietor will open the dinner on a Friday or Saturday for the annual chapter dinner meeting.

Hal also reported on visiting Rusty Taylor's 3 rail O-gauge layout in Ormond Beach. Hal reports that the layout is about 20 x 30 feet in a separate building. Hal reported that that the layout and Mr. Taylor's train collection is fabulous.

Hal also reported on visiting the old Tavares and Gulf right-of-way now reincarnated as the West Orange Trail. He also reported that the old Claremont Depot has been renovated.

Jerry Sheehan reported that a new book titled *The Climax Locomotive* has been published. Our geared locomotive expert reports that this is an excellent book.

Jim Sleeth reported on visiting the American Orient Express shops in Lacy, Washington. They were preparing a new train set, which was due out of the shop, this September. The American Orient Express is planning on adding a Copper Canyon tour next year. AOE has also obtained a full-length dome car from Amtrak. Jim will be going on the AOE's fall color trip this fall.

The program followed.

Harlan Hannah, Secretary

## STACK TALK

by Neil Moran

We begin another season with a mixed bag of steam news. I'm sure most of you know the situation concerning the Durango & Silverton RR, and the Cumbres & Toltec Scenic. Both railroads are up running again, the D&S started in mid-July, while the C&T only started full operations over the first weekend in August. The Durango & Silverton took a serious hit, but will recover. However the fate of the Cumbres & Toltec will remain in doubt for this year. They are in serious financial troubles and will literally have to get off the floor to make any sort of a profit at all this year. The railroad plans to operate right through till October 20 with regular service. It also has planned several special events in September and October. On Sept. 14 a dinner train called the *San Juan* will leave Chama at 2:30 p.m., hopefully loaded with people. During the Oct. 23-27 period the C&T will have a series of special steam events that will feature a "Gallopig Goose" trip, a photographers' special on Oct. 26-27 to Antonito. This "extra" will be double-headed, and all equipment will be lettered "Rio Grande." The price is \$250 for both days, with tons of photo run-bys. Some of you have taken this event in past years, but this time it's really important that you consider this year in your plans if you can.

Still no definite word on the Frisco #1522; will she make one more run in late September? Back on June 12, 2002, the St. Louis Steam Train Association announced that this would be the swan song for the #1522. This devastating news came when the Board of Directors faced the reality of spiraling costs of insurance rates. This was the biggest hit, but then there were other major problems such as limited accessibility to major railroad mainlines and rolling stock for excursions. Then there was the expense of upcoming work required by the Federal boiler regulations. Added to these woes, the group was having problems getting volunteers to work on the engine. They could have handled the boiler repair work, but the huge increase in the cost of insurance was too much to bear. The insurance company, CNA, stated that the group policy was not going to be renewed, because they were getting out of the excursion liability business. Replacement policies were available from other carriers, but at rates of \$150,000, almost triple their previous premium. That would have driven the price of a

ticket up to \$400 per person – totally out of the question. As stated before, the SLSTA board is trying to have a “farewell” mainline trip. They have turned to Amtrak, and Amtrak has responded enthusiastically. One of Amtrak’s officials inspected the Mountain-class engine thoroughly, including reviewing maintenance operations. He found all to be acceptable. Amtrak then approached several Class One freight railroads, including BNSF, Norfolk Southern, Union Pacific, and Canadian National. All of these railroads were willing to consider the excursion except one: NS said No! NS said they would not allow any steam on their lines, even if operated by Amtrak. Thank you Mr. Goode!! There might be a trip in the offing, St. Louis to DuQuoin, Ill., but we’ll have to wait on that. If this “final trip comes off, the #1522 will be drained and winterized, and then around the first week in October will be towed unceremoniously into the St. Louis Museum of Transportation and revert to being a static display. It will probably rain that day, and that will be most fitting. After fifteen glorious years of her return to mainline running, she will become another museum piece surrounded by weeds and betrayed by spiraling costs of insurance!! As Julius Caesar said at the time of his assassination, “You to Brutus.”

The SP&S #700 and SP #4449 are also in the same “jackpot.” We will start with the Pacific Railroad Preservation Association, which operates 4-8-4 #700. The Northern should run under its own power from the former SP Brooklyn Street Yard in Portland to its connection with Montana Rail Link at Sand Point, Idaho, for its run of passenger excursions in October. The #700 will depart Vancouver, Washington, to Pasco on October 9, pulling a short freight consist, remaining overnight. The following day, October 10, Pasco to Sand Point. October 11 will be used as an inspection date. These operations and the excursion dates will be covered by a liability policy provided by Montana Rail Tours, Inc., for which coverage inclusion the PRPA pays the premium. The insurance coverage will be extended to cover the deadhead move by #700 from Portland to Salem, Oregon, in August for the Oregon State Fair, where #700 will be under steam but on static display.

As for SP #4449, its operator, The Friends of the 4449, fortunately had its big steam excursion for this year from Portland to Bend, Oregon, completed last March before the CNA policy expired. Doyle McCormick and friends are now searching for a new policy. The big 4-8-4 made her deadhead move last June from Portland to Hillsboro, Oregon, under the Arts Train coverage. No passengers! Both the Friends and the PRPA are looking very hard for some insurance policy that is affordable to provide the \$50-million liability coverage the Class One railroads demand for passenger excursions in 2003. On a final note, the Friends of the #4449 is joining the Pacific Railroad Preservation Association and the Oregon Rail & Navigation Societies now restoring the OR&N Pacific #197, also a tenant in the Brooklyn Street Roundhouse. Other interested local Portland area groups are joining in to form the “Oregon Rail Heritage Foundation” to secure the roundhouse and the property it stands on from Union Pacific as a permanent home and maintenance shop for the their locomotives. Work slowly continues on the #197 with no date on completion. But eventually, like the two Northerns, she will become active in the Portland area.

For a change, here’s some good news. In a last minute reprieve, Canadian National’s Wisconsin Central Division has had a change of heart. They are willing to let some trips run this year. While not exactly saying NO to excursions, CN says it will require a much higher level of insurance (there’s that word again) coverage to \$50 million, which dramatically increases the per mile track charge to \$58. The Locomotive & Tower Preservation Fund of Eu Claire, Wisconsin is hesitant to raise ticket prices, pleaded their cause to CN. Finally they relented and will let the group run under its old policy of \$20 million in insurance coverage. Randy Lambertus, President of the L&TPF, thankfully proclaimed, “They are making a special exception for us this year, but they have told us that next year the cost goes up to \$50 million.” CN has given the group the “go ahead” to operate three trips this year, which will allow them to spread out the increased cost over more runs. With this quick change of heart the L&TPF had to really move to get insurance and ready the Pacific #2719. Her first move this year was from its base at Altoona, Wis., to Spooner, on July 1-2. Last July she was scheduled to operate every weekend over the Wisconsin Great Northern. As of Aug. 3-4 the #2719 was to haul city-sponsored trips out of Park Falls, Wis., to Ashland. Future excursions will take place on Sept. 20-21 with the Pacific on the former “West End” of the Green Bay & Western, to Wisconsin Rapids and East Winona, Wis. Her final excursions are scheduled for sometime in the fall, out of Plover, Wis., to an undetermined location. Former Soo Line #2719, a 1923 product of Alco, seems to be ready for these runs, and the L&TPF is to commended in getting everything organized under extreme conditions. Since this column was written in early August no further news has reached me as to how the July an August trips did. For further information call 1-877-999-2719.

In other steam related news we switch over to the Ohio Central Railroad where its owner Jerry Jacobson really pulled a “fast one” on the chasers back on June 9. His photographer special featured ex-Grand Trunk Western #6325. The trip started out by towing the train backwards about 30 miles east from Dennison, Ohio. With the engine on the other end it should have been “easy pickings” for the chasers on the return trip. Not so! With customers paying \$85 a ticket which he catered to big-time, he put a tender on the front of the locomotive making it real hard to get a photo. Only when the prescribed locations for photo runbys came up did he remove the tender and have the train looking proper. The chasers did benefit from some locations as the road and tracks

came close. But most of the shots were taken in obscure locations where the chasers couldn't go. When it was time to head back to Dennison, an Ohio Central diesel and tender were added in front of the #6325 making for more chagrined photographers. Set one to Mr. Jacobson! Other trips are being planned with the GTW #6325 on October 5-6.

Heading down to the Deep South, the work is continuing on the T&NO #745, a 2-8-2 Mike by the Louisiana Steam Train Association. The engine was built in 1921 at the Algiers Shops in New Orleans. She was retired in 1954 and placed on display at Audubon Park in New Orleans. Back in 1982 a determined group of model railroaders from Crescent City convinced the park to donate the Mike for preservation and possible restoration. In 1984 the engine was repaired enough to move it to her new home in Jefferson, Louisiana. Two years ago the locomotive was leased to the Louisiana Steam Train Association with plans to restore the #745 to running condition by the time of the Louisiana Purchase Bicentennial in 2003. After restoration plans call for it to tour the state of Louisiana in the fall of 2003. For further information write the Louisiana Steam Train Association, 727 Washington Avenue, New Orleans, Louisiana 70130.

Finally, some more good news to end this column. As some of you have been reading in various train magazines, the B&O Museum is planning a huge festival running from July 27 through August 6, 2003, billed as the World's Festival of Trains. This spectacular ten-day celebration of railroading will feature a live pageant of locomotive sin the Western Hemisphere. All this is to celebrate the 175th Anniversary of the founding of the Baltimore & Ohio Railroad, in 1828. Plans are to have major steam and diesel locomotives form around the United States, and maybe some foreign countries too. So far five steam locomotives from the West and Midwest have been invited. They are SP #4449, Milwaukee 4-8-4 #261, Soo Line Pacific #2719, Nickel Plate 2-8-4 #765, and Pere Marquette Berkshire #1225. The operators of these machines have tentatively accepted the museum's offer to run to Baltimore. However, certain obstacles must be overcome. There will be meetings with CSX, the B&O Museum, and with all the railroads involved to work out schedules logistics, and most importantly, finances. Apparently the five steam engines and various diesels are to make their way separately or come in as one huge collection to the ex-B&O yard at Willard, Ohio, around June 22. It is possible that they would then form a train of locomotives to travel together over CSX into Baltimore. CSX has been very supportive of the anniversary celebration and has been reported to have contributed \$500,000. to the museum to help cover costs. Possible the five locomotives may be joined by a couple more from the East Coast. Also possible is some vintage engines could be steamed up such as the John Bull from the Smithsonian and some from the B&O Museum itself, such as the William Mason, which was recently under steam this year. Remember the five "big" locomotives have cost estimates to live with for running under their own power from their home bases to Willard, Ohio. For instance the #4449 must move from Portland, Oregon to Willard. Figure on transit and insurance coverage that might be split with the B&O Museum. Don't forget these little items, such as schedule of maintenance, water and fuel locations, and different water capacities of each tender. A bit of dilemma that faces CSX is how to handle a train that will surely attract thousands of rail fans and curiosity-seekers along their right of way -- a major problem as far as safety is concerned. Most recently the B&O Museum unveiled "Portraits of American Railroading," an exhibit that includes images of important American railroad figures for the Smithsonian Institute's National Portrait Gallery.

Now we await the fates of the gods!!

Special thanks to John Biehn and Don Clark (Dayton Railroad Club), Steve Barry (*Railfan & Railroad Magazine*), John Bobsin (NY-NRHS); and your most humble servant in steam.

**UNTIL OUR TRACKS CROSS AGAIN.**

### **Interesting Rail News**

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

#### **Norfolk Southern and Union Pacific to begin expedited Mexico train**

Norfolk Southern and Union Pacific will launch expedited intermodal service linking the Northeast and Southeast with Laredo, Texas, and Mexico City beginning August 13. The service will originate on NS in Atlanta, Charlotte, N.C., and Miami Jacksonville, Fla., in the Southeast, and in Rutherford, Pa., in the Northeast. The traffic will be handed to UP at Memphis. The new trains will provide fourth-morning service from Atlanta to Laredo, a speed that NS says is competitive to truck. Existing joint NS-UP Mexico runs six days per week. The expedited service will run three times per week.

#### **Soo 2719 group forced to cancel trips at last minute**

Insurance costs have forced the Locomotive & Tower Preservation Fund, owner and operator Soo Line Pacific 4-6-2 No. 2719, to cancel its slate of off-line excursions for this year. The group had planned to operate trips August 3 and 4 out of Park Falls, Wis., but had to pull the plug on the Saturday trip just 24 hours beforehand. "It

is a great disappointment for our organization and its supporters,” said L&TPF President Randy Lambertus. “We had been eagerly looking forward to the incredible opportunity of having three diverse routes all on the same weekend. Literally minutes before our engineer Scott Lindsey of Steam Operations Corp...was preparing to pull the throttle, word was received from the insurance company that costs would be 300% higher than their initial quotes.”

Rather than raise ticket prices for future trips – and price many would-be riders out of the market – the group decided to cancel the excursions. The L&TPF thanked Canadian National’s Wisconsin Division for agreeing to host the trips.

#### **Union Pacific donates transportation for Colorado ranchers**

Union Pacific is coming to the rescue of drought-stricken ranchers in southwestern Colorado by providing free transportation of hay donated by agricultural producers in Wisconsin. Fifteen boxcars of the munchy stuff - each car can hold about 25 round bales or 118 rectangular bales - is being loaded at Wisconsin Rapids, about 100 miles north of Madison. The loads will be transported nearly 1400 miles to Alamosa, Colo., just north of the New Mexico border. From there it will be trucked to Durango and distributed. The hay move was organized by Warehousing of Wisconsin in Wisconsin Rapids and the distribution in Durango will be coordinated by The Cattlemen’s Association and Humane Society. If this event was happening back in the 1960s, this might have been an all-rail story, with the hay transloaded to the narrow-gauge segment of the Denver & Rio Grande Western at Alamosa, then southwest to Durango. --David Lustig

#### **Soo 2-8-2 to power photo special in September**

The Chicago Chapter, National Railway Historical Society and Soo Line 2-8-2 No. 1003 will operate a fall photographers’ excursion on September 7. The trip will run over the Wisconsin & Southern Railroad between Spring Grove, Ill., and Janesville, Wis. Tickets and further information is available at the Chicago Chapter website, <http://www.chicagonrhs.com/>.

#### **Union Pacific to donate historic D&RG depot to Antonito, Colo.**

Union Pacific will transfer ownership of the historic Antonito, Colo., depot to local officials during a ceremony on Friday afternoon. The depot, built in 1880 for the Denver & Rio Grande Railroad, is unique as it was built out of locally quarried lava rock. Regular passenger service to the depot ended in 1951. The structure was recognized as one of the nation’s most endangered stations by the Great American Station Foundation in 1999. Local community officials, led by Antonito Town Trustee Roger Romero and the board of trustees, began negotiations with Union Pacific, and ultimately the railroad agreed to donate the depot, with the lone requirement that the city put up a fence along the side of the property nearest the railroad tracks, as a safety measure. “We are very pleased that we and the people of Antonito could reach agreement on this project and save what is obviously a local landmark and historic treasure,” said Richard M. Hartman, UP’s special representative in Colorado.

#### **Norfolk Southern launches new television commercial**

Norfolk Southern debuted a new television advertising campaign this week, its first since 1999. The 30-second spot, which features the NS Thoroughbred mascot and a train, is airing on CNN, CNBC and Fox News, the Virginian-Pilot of Norfolk reported. Companion newspaper ads began running two months ago. Union Pacific has a television ad campaign in full swing, and earlier in the year the Association of American Railroads launched the industry’s first major ad campaign since the late 1980s.

#### **Santa Fe 3751 ready to roll for NRHS excursion**

The San Bernardino Railroad Historical Society’s Santa Fe 4-8-4 No. 3751 will embark Monday on its two-day National Railway Historical Society convention excursion from Los Angeles to Williams, Ariz. The Canyon Limited train will depart Los Angeles Union Station at 10 a.m. on Monday. It will run to San Bernardino, Calif., via the Metrolink line through Rancho Cucamonga. At San Bernardino, it will hit Burlington Northern Santa Fe’s former Santa Fe main line for the trip to Williams. The train is scheduled to arrive at Needles, Calif., at 7 p.m., where it will lay over for the night. On Tuesday, the train will depart Needles at 10 a.m., with arrival at Williams Depot scheduled for 3:30 p.m. After participating in convention activities during the week, the big 4-8-4 will power the return trip on Sunday, August 25, via BNSF’s Phoenix Subdivision and regional Arizona & California. The 3751 and train will depart Williams at 8:30 a.m., and arrive in Parker, Ariz., at 7 p.m., where it will lay over for the night. On Monday, August 26, it will depart Parker at 8:30 a.m., and return to BNSF rails at Cadiz, Calif. It is scheduled for a 6:30 p.m. arrival at Los Angeles Union Station via the BNSF main line through Fullerton. For more detailed schedule information, click on <http://www.sbrhs.org/>.

#### **Union Pacific grant supports railroad library acquisitions**

Union Pacific has awarded a \$50,000 grant to the John W. Barriger III National Railroad Library, a special collection of the St. Louis Mercantile Library at the University of Missouri-St. Louis. The grant will allow the library to acquire additional rare and unique materials, including books, documents and other archival materials, and artifacts related to the history of railroading in America. The grant is a major leadership gift in the Barriger Library's current Campaign for Excellence and Growth. Other goals of the Campaign include curatorial endowment, enhancement of physical facilities, and increased funding for its Railroad Executive Oral History Program.

#### **CSX and Union Pacific team up for Tropicana test moves**

CSX and Union Pacific have begun running Tropicana orange juice reefers in intermodal trains from Florida to California to help the juicemaker squeeze its transportation costs to the West Coast. Tropicana earlier this year began tests involving reefers and a one-of-a-kind insulated tank car to determine whether it could begin using rail, instead of just trucks, to get juice to its distribution center in City of Industry, Calif., outside Los Angeles. The tests involved UP and Burlington Northern Santa Fe west of New Orleans. Trucks provide fifth-morning delivery of *Pure Premium* juice from Florida to California. But to reach a wider market on the West Coast, Tropicana may need to rely on rail the way it does in the East, where CSX handles the juice in unit trains of refrigerated boxcars from Florida to Cincinnati and New Jersey. "If rail can bring competitive pricing and match delivery time, it opens up a whole new arena for us," says Gene Zvolensky, vice president of distribution at Tropicana. "We're doing a couple of things. We're testing a tank car that can run at intermodal speeds, and we're testing a reefer that would also run at intermodal speeds."

The goal of the tests, which are ongoing with UP and CSX, is to see whether rail can consistently deliver in seven days, he said. "We're still digesting all of this at this point," Zvolensky says, noting that a decision will likely be made in early 2003 between the reefer and tank car. The tank car is basically a rolling Thermos bottle that's heavily insulated so the juice remains a constant temperature as it rolls across the country. The unique car, built by Union Tank Car, is capable of running at 70 mph. Meanwhile, CSX and UP have been handling several reefer cars a week in intermodal trains between Florida and California. CSX hauls the reefers to Atlanta, where they are put on Atlanta-New Orleans intermodal train Q-193, which becomes the IATCI on UP. The reefers used for West Coast service are among the 226 new, white cars Tropicana has been receiving. The last car will be received this month, bringing the fleet to around 450, Zvolensky says. In order for a unit reefer train to work to the West Coast, the railroads would have to prove themselves, and Tropicana would have to enlarge the rail-handling capability of its City of Industry center, Zvolensky says. It also would want to rely on railroad-owned reefer cars.

#### **Tickets available for Frisco 1522 farewell trip**

Tickets are on sale now for Frisco 4-8-2 No. 1522's farewell trip: September 28 and 29 Ozark Flyer excursions that will run on Burlington Northern Santa Fe between St. Louis and Newburg, Mo. The 250-mile round trips on the former Frisco route, operated under Amtrak auspices, will include a train of all privately owned cars. Coach tickets are \$165; first-class tickets are \$370. For ticket information, click on <http://www.stlouisnrhs.org/> or call the St. Louis Chapter, National Railway Historical Society at 314-839-2356.

In June, the St. Louis Steam Train Association announced it would retire the 1522 after this year, citing the increasingly difficult economic situation facing the operators of steam locomotives. The 4-8-2 is owned by St. Louis County and is part of the collection at the Museum of Transportation, where it will return after the trip to be put on display.

#### **Quotable**

"Bombardier has given us lavish assurances that they will have the mother of all fixes in a short time, and we are duly skeptical." --Amtrak Chief Mechanical Officer Jonathan Klein, quoted in *The Washington Post* on the sidelining of Amtrak's Acela Express and HHP-8 locomotives.

"The Acela is so good, there's no reason to ever take a plane on this corridor, but it's all going to pieces now." --Amtrak passenger Edward E. Furash, 68, quoted in *The Washington Post* regarding the woes plaguing Acela Express trains.

"As you can see, the defendant told a convincing story of purchasing a rail yard that contains 200 miles of track and switches and can accommodate 12,000 railroad cars at once. Investors were taken in by this grand scheme to get rich by selling railroad materials. The problem is that the scheme was pure fiction." --Pennsylvania Attorney General Mike Fisher, in announcing a securities fraud indictment against a man who, among other things, claimed he had an option to buy Conway Yard from Norfolk Southern. Onetime Conrail worker Robert Atkinson, of Brackenridge, Pa., was charged with securities fraud and theft. The indictment accuses him of swindling 116 people out of \$7.2 million as part of a scam to salvage railroad materials and resell them at huge profits.

## PROGRAM MANIFESTS

### *UPCOMING CHAPTER PROGRAMS*

SEPTEMBER – MONDAY the 9<sup>TH</sup>, 7PM. Member Bill McCord will talk and show a video on the Chattanooga to Nashville portion of the NC & St L (Nashville, Chattanooga and St. Louis RR).

OCTOBER – MONDAY the 14<sup>TH</sup>, 7PM. – Possibly Hal Greenlee will report on the National Convention held at Williams, AZ (Grand Canyon), and show pictures/video of his adventures.

NOVEMBER – Annual Dinner Meeting – details to be announced later.

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

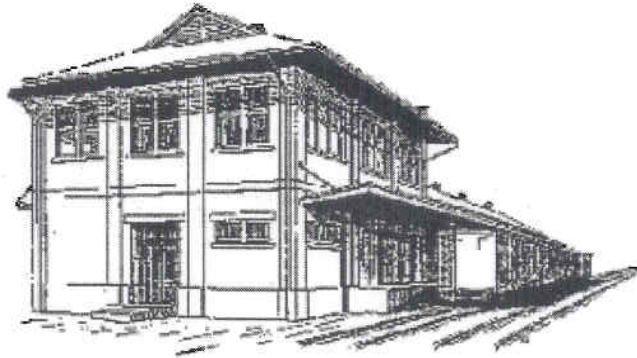
SEPTEMBER – SATURDAY the 7<sup>TH</sup>, 9am - 2pm. Train & Toy Show, Eau Gallie Civic Center, 1551 Highland Ave, Melbourne. Admission - \$3.00. Children under 10 free with parent. (321) 453-4125.



<http://www.ribbonrail.com/art/images/yd-limit.gif>

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

**Florida East Coast Chapter, NRHS  
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**NEXT MEETING: *Monday, September 9, 2002, 7:00 PM***  
Central Brevard Library & Reference Center  
308 Forrest Avenue, Cocoa (321) 633-1792  
PROGRAM: *Bill McCord talk & video on the  
Chattanooga to Nashville portion of the  
NC&StL*