

The *EAST COAST CHAMPION*

March 2003

PRESIDENT'S MEMO TO STOCKHOLDERS

Along about February 1964 or so, I was firing a night yard job in the DL&Ws East Binghamton, NY yard. We had an Emd switcher and the job was 11PM to 7AM. It had snowed most of the day and there was an accumulation of a foot or 2 in the area. The poor section men had been out and made a brave effort to clear the yard tracks, but with mainline crossovers, 3 pulling tracks next to the main for freights setting off and 40 or so yard tracks, this was a major job. Oh, yes, there was the roundhouse and rip tracks to care for too. After dark, of course, things just got worse. The temperature went to 20 or 30 below and the ice forming between switch points and frogs was like steel. At this point the Company got out the weedburner and with a crew of 3 or 4 men began blasting the switches with roaring flames from the 4 or 5 metal pipes in front of this machine. As we slugged cars in and out of tracks at the West End (right in front of the yard office and BY tower we could see the weedburner here and there lighting up the dark, snowy night in its' battle with the elements.

About 3 in the morning, an East man pulled by and began setting off in track 1 (right next to the main track). Lots of boxcars, a few hoppers and some whaleback propane tank cars. The East man got back on his train and headed for Scranton. I noticed that that while he'd done his setoff, the weedburner had returned from the East end of the yard and was now industriously blasting switches near us AND near the propane cars....right next to them in fact. Big roaring flames melting snow and licking around the trucks and underbelly of the huge tank cars. That was bad enough, but I also noticed that the East man had set off several light blue boxcars for the Watervliet, NY arsenal. These were placarded NAVAL SHELLS - 5 INCH - HIGH EXPLOSIVES. The old engineer had a few choice words for 'Those dumb gandy-dancers' and our crew trundled down to the East end of the yard supposedly to check for a bad order car, but really to be out of harms way in case the whole place went up in a blast. We stayed gone for an hour or 2 and the weedburner went up by the river bridge to battle the snow and ice up there. The yard escaped by a miracle as did the rest of us. It would have been quite a combination.....propane tankers and boxcars full of 5 - inch shells.

I guess when your number is up, it's up and if your turn hasn't come, the Lord won't let you slip in at the wrong time. Talk about dumb performances, though! That reminds me about something else that was discussed on the LIST a month or so ago....SPECIAL ORDER BOOKS.....another example of escaping through dumb luck...but that story must wait.

Regards,
Walter E. Smith

MINUTES FROM THE FEBRUARY MEETING

President Billings called the meeting to order at 7:04 PM on February 10, 2002. Guest Jim Reebel was again in attendance. The chapter began the meeting by reciting the "Pledge of Allegiance".

TREASURER'S REPORT – Bob Selle gave the monthly Treasurer's report.

APPROVAL OF MINUTES – The minutes of the January meeting as published in the newsletter were approved without correction. The motion to approve was made by Bill McCord.

OLD BUSINESS – Tool Shed: An article was published in the Brevard Museum newsletter regarding the tool shed and our chapter of the NRHS.

NEW BUSINESS – The email address for the National Headquarters of the NRHS is: info@nhrs.com President Billings will be arranging a field trip to the Central Florida Chapter's museum in Winter Garden.

REPORTS AND ANNOUNCEMENTS – The Mt. Dora Scenic Railroad's has obtained four former Long Island Railroad coaches and a club car for excursion use to and from Orlando. The cars are air-conditioned. A former Union Pacific SD-40 was spotted at CIDCO Industrial Park with FEC heralds applied. The FEC's unused right of way from Titusville to Maytown is a candidate for the Rails to Trails program. This originally was the Indian River Railroad, the first railroad to enter Brevard County.

PROGRAM – The program subject was the Rock Island Railroad presented by Harlan Hannah.

STACK TALK

by Neil Moran

After four days of filming in Jing Peng Pass it was time to leave and head southeast to Daban. This was not an easy move as probably our group could have stayed one more day just to do some fine tuning at some locations we had touched on previously. So with some remorse we headed out after breakfast. After passing the railroad station at Galadesitai where our group had gotten some excellent shots, our guide Jun said there was a westbound train coming within the hour and it was decided that both vans would head for an "S" curve about five miles further east. This was the location I had missed on our initial day of contact with the railroad. Finally after over an hour, smoke was seen about a mile away. Setting up all of us waited for the train to come out of the forest to ascent a 1 percent grade that started a half mile down the track. For the steam fan it was a glorious sight to see the two 2-10-2s attack the grade through the "S" curve. They came by at 20 mph with both engines throwing up monstrous plumes of smoke 50 ft. in the air. What a way to start off a day. Everyone in the vans talked about that shot for along time as we headed to Daban. Arriving at Daban our guide told us it would be better if we would go to our hotel, check in, and then head over to the engine facilities. Everyone loaded up with film, as we would spend many hours in the yards. Since it was now after noon, our guide suggested to have lunch and then head over. So after lunch, off we went.

We drove past the railroad station and quickly spotted a set of 2-10-2s sitting outside the station. I jumped out and photographed the three story station and the engines. Getting to the gate, three guards surrounded our vans, and identification was shown. Next, off to the main building and a visit to the yardmaster's office. He greeted us and brought us up to his office telling us to be very careful about walking through the facilities as steam engines would be moving about, all this to our head guide in Chinese. He also pointed out that we were free to walk into all the buildings to see the repair work going on in the shops. While he was talking we could hear engines moving about the yards blowing whistles and sounding their air horns. All of this was very nerve racking to me as I wanted to get down to the yards and see the "show." Then, another delay. Being visitors from another country, our host decided it would be nice to serve ceremonial tea. Here we are champing at the bit, now it's "take tea and pee" time. Young ladies arrived, and the mini-ceremony began. In China politeness counts. Finally after some more amenities, it was off to the yards. Our first experience was looking at 15 2-10-2s lined up on a waiting track. Some under a bit of steam, others dead in line. On another track lay three other engines waiting to go into the shops for repairs. Heading toward the shop building a huge door suddenly opened and out backed a QJ type engine glistening in the sun. In the shops we saw men working on the three other locomotives with no safety hats., shoes, or any special equipment on. We even saw men using acetylene torches with just regular glasses on. Amazing!! On the ground lay drivers, wheels, tubing, and other equipment. Overhead was a giant crane with huge hooks picking up boilers out of the frames of the locomotive. Immediately it felt as I was transported back to Altoona, Pa., during the 30s and 40s. Over 30 men were working at various jobs, and my camera going into overdrive. After a half hour or so we continued through the yards heading to where they actually service the locomotives. As we passed through an alley my eyes widened to a sight I'd never seen before, or ever will. To my left sat six 2-10-2s waiting to be cleaned and serviced. Laborers were washing down the engines within minutes of their arrivals. Some took steam hoses and washed the driving wheels and rods, others climbed up to the boiler and washed it. While another climbed to the front of the locomotive and washed the headlights. It was all over in a matter of minutes, and on to the next engine. On my right stood four locomotives over ash pits with two men in the ash pits with large shovels. Down the track three other QJs were rolling in ready to be serviced. My eyes then spotted the 50 yard coal dock with two engines having coal put in their tenders. This operation was done by a big machine that looked like a steam shovel only with buckets. It had four exhausts coming out of the rear filled with steam. This unit moved up and down the track filling the tenders of each engine spotted by the coaling dock. No sooner had several QJs moved onto the "ready" track, others would approach for their servicing. This procedure was repeated over and over again throughout the time we spent there. When I got up close to any engine, the crew would lean out of the cab window and motion me to

come up. Naturally knowing we were Americans they wanted to sell us railroad hats with the Chinese "Red Star" logo on the front, along with tie pins, pictures, etc. All for \$2.00. It was like going to a garage sale. They even offered cab rides through the yards for \$5.00. Anything for American money! None of these crews spoke English, but you knew by hand gestures what they wanted. Our group left the yards twice to photograph passenger trains that would be going by powered by 2-10-2s on a 1% grade. By the water tower we saw six QJs waiting, some of the crews were on the ground talking or gesturing to come up in the cab. They also wanted their pictures taken which we did. We saw many workers cleaning up the facilities with brooms and shovels. All loose coal that was on the track or walkways was swept up, put in a barrel and carted off to the coaling unit. Nothing is wasted in the People's Republic.

After several hours we left to go back to the hotel, have supper and returned for a night photo session. It was bitter cold, about 10 degrees, but we managed to set up for five shots. That night I saw an additional 14 locomotives moving around and being serviced. We ventured forth one more time in the morning, just to fine tune some spots we had not gotten. Again at least twelve to fifteen QJs were moving around or standing by the coal and water spots. All too soon our guide blew the horn signaling we had to leave. It was with a heavy heart that I got back in the van and we pulled out. In the words of a famous movie song, "We had done it all, just like Bogey and Bacall." From an old time movie on the late, late show. Here's looking at you kid. We had it all just like Bogey and Bacall." Next month we travel to Reshui, the final leg of our journey, and the land of the Mikados.

We'll move now to Canada, and our first stop is Guelph, Ontario. In one of their parks sits forlornly a former Canadian National 4-8-4 #6167 which was donated to the park back in 1967. Her last steam strip was back on September 27, 1964 when it double headed with sister #6218. These "big" Northerns were given the name of "Confederations" by C.N. She was built in 1940 by the Montreal Locomotive Works, and had 20 sisters. Now, time has taken its toll on the 4-8-4 and she has become an eyesore. Rust has eaten through the boiler jacket exposing the asbestos insulation. Vandals have also done their job, damaging and taking various items from the cab. Plus just being exposed to the harsh weather in Canada has really taken its toll. The local citizens have made their protest known to the town officials, so much that a fund drive has now been instituted by city officials. So far Guelph has pledged \$250,000 for her cosmetic restoration. However this was part of the city's five year plan, and restoration wouldn't begin until 2007. This plan was indeed too much to swallow by several historically minded people, so George Prytulak of the Canadian Conservation Institute was named "man in charge." He said, if restoration is put off till then you might as well destroy the engine. The cab needs immediate attention as well as the boiler, along with new fencing. Plus down the road a lot of additional work needs to be addressed to make the #6167 look at the time she was donated to the city. Now a committee is being formed to take control of the restoration as quickly as possible.

Word has come to me that another "Confederation" type C.N. Y2's may be on the move from a park in Toronto. We've talked about #6213 before and the delays it's encountering by the city to get the former John St. roundhouse cleaned up. Hopefully this "cleanup" will soon be under way and the #6213 moved into two stalls at the John St. location. As you well know when city politics get involved things move at a snails pace, but hope springs eternal.

Heading back west again, this time at Snoqualmie, Washington. That city plus the Northwest Railway Museum are working hand in hand to create a focal point in downtown Snoqualmie. The Chamber of Commerce came up with a bright plan to restore former U.S. Plywood 2-6-6-2 #11 to cosmetic condition and place her at the corner of Railroad Ave. and Snoqualmie Parkway. She was built by the Baldwin Company in 1929, and was selected from the NRM's large steam collection. This Mallet type was acquired in 1971 from the University of Washington in Seattle where it was on display since 1961. The engine was built as a 2-6-6-2T for the Ostrander Railway and Timber Company as their #7, but was sold to the Weyerhaeuser Timber Company which removed its side takes and added a tender. When retired in 1960 it was donated to the University of Washington and placed on a railroad spur in front of the Building of Forestry. The Puget Sound Railroad Historical Society volunteers then proceeded to fix up the Mallet and had her running off University property. Then she ran in regular steam trips on the Puget Sound & Snoqualmie Valley Railroad pulling tourist trains. That ended in 1988 when it was stored with Rayonier 2-8-2 #70 taking command. Again, when the #70 broke down, the Mallet was retubed and returned to service in 1985. It was over hauled in 1988. That overhaul lasted until 1989 when a pin became loose on one of her drivers causing major damage. The Puget Sound Historical Society was reorganized as the Northwest Railway Museum, and while making remarkable progress with other engines the No. 11 remains a problem. Now she comes out under the sun to be an "icon" for the City of Snoqualmie.

Another cosmetic restoration is taking place down in Roseville, California. Back in 1956 the Southern Pacific donated 10 wheeler #2252 to the Placer County Fairgrounds in Roseville in fine condition. That was then, and unfortunately this is now, and serious deterioration has set in. All due to the elements, despite the overhead shelter. Rumors flew that the locomotive was to be sold to a Texas tourist railroad. This rumor got the attention of many citizens in Roseville as they now wanted the #2252 to stay put. Last year a coalition known as the Community Coalition for SP Locomotive 2252 came to the rescue and cosmetically restored the engine. This 10 wheeler was built by Cooke in 1897 as S.P. #1838 and initially used in freight service and stayed that way until 1929. It was then modified to operate "fire trains" in northern California. Fire trains were used to fight fires lineside along with snowshed fires, in the Sierra Nevada Division. She finished out her service in 1950, and was almost the last of her class (T1) to be scrapped. It survived the torch luckily, was repainted and presented to the city of Roseville in 1956. Once again she looks like the "Queen Dowager" that was built back in 1897.

A few months ago the Cumbres & Toltec was trying to move forward in naming a new operator for this troubled railroad. Shop work is again under way, so has rebuilding the other rolling stock. As of at that time, no plans had been undertaken to do track work. At the inspections for prospective bidders, only two showed up. Former operator Rio Grande Railway Preservation Corporation, Mr. Lindsey Ashby, head of that group decided not to bid, which left RGRPC, Jerry Fisher, Robert Stetson, Ed McLaughlin Railway Operations Corporation. Also present was Bob Keller of Scenic Railways. What transpired is not known at present. Since this column was written in early February that decision was going to be reached some time this month.

We next move to the Fort Wayne Railroad Historical Society. That group is busy rebuilding former NKP #765 to top condition. Right now she was in "kit form" in the shop, getting new tubes, fire box, and wheel work in addition to boiler inspection. The tender is also being looked at. Drivers were sent to the TVRM's wheel shop in Chattanooga, TN. The tires were removed by the FWRHRS volunteers. The group is providing most of the labor and expertise, with help from Gary Bensman of Diversified Rail Services, along with Scott Lindsay of Steam Operations Corporation.

Down in North Carolina, the North Carolina Museum at Spencer is working on ex-Buffalo Creek & Gauley 2-8-0 #4, masquerading as Southern #604. She's getting a boiler inspection, firebox, and tube sheets, along with other ailments that have grown over the course of many years. They also are working on their own Graham county Shay, getting its usual winter overhauling.

Southern 2-8-0 #542 has been addressed. They're looking at the boiler, and it appears to be in good shape, but the firebox needs replacement if the Consol is to be made operable. Discussions are now going on as to determine whether to do the required repairs and operate the engine. Or just cosmetically restore her, or preserve the existing boiler.

One more bit of news, former Pere Marquette #1225 2-8-2 has been requested to pull an excursion on May 31st from Owosso, Michigan to Mt. Pleasant. The train will depart at 9 a.m., arriving at 12 noon in Mt. Pleasant. It then will make an additional side trip to Claire at 12:30 p.m., and return at 3 p.m. Then departing at 3:30 p.m. for the return to Owosso at 7:30. Several photo runbys on schedule as time permits.

Special thanks to John Biehn and Don Clarke (Dayton Railway Society), Steve Barry (*Railroad & Railfan Magazine*), Ed Emery (Toronto, Canada), Richard Taylor (Camden & Amboy Society), and yours truly. I remain your humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN.

INTERESTING RAIL NEWS

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

Hayride via the Union Pacific

Union Pacific is providing a free 750-mile hayride to drought-stricken ranchers in southeastern Wyoming. The hay, donated by agricultural producers in southeast Iowa and loaded onto boxcars at Cedar Rapids, is being distributed by the Wyoming Department of Agriculture at Cheyenne. This is not the first time the railroad and hay producers have combined to help ranchers. Last year, boxcars of hay were shipped gratis from Wisconsin to southwestern Colorado and Wyoming. Each boxcar holds about 25 round bales or 118 rectangular bales of hay.

Obituaries: rail preservationist Steve Bogen, rail photographer Si Herring dead

Steve Bogen, 68, a key player in the development of the U.S. railroad preservation movement as it is today, died January 31. He was one of the founders and editors of the Steam Passenger Service Directory (which evolved into Kalmbach Publishing Co.'s current annual Guide to Tourist Railroads and Museums reference book). The Steam Directory sponsored the first joint meetings of tourist and museum railroad organizations in the 1960s, and from those meetings grew the present Tourist Railroad Association Inc., or "TRAIN" industry trade association.

He was a fixture at the annual TRAIN convention for many years, and long served on the Board of Directors of the Empire State Railroad Museum. Bogen helped orchestrate the transfer of Empire State's collection to the Connecticut Valley Railroad Museum (later the Railroad Museum of New England). He served on the Valley Railroad Co. board of directors for many years. Bogen owned Quadrant Press, which specialized in railroad subjects.

Simon Edward "Si" Herring, 85, longtime employee of New York Central's Big Four and a noted railroad historian and photographer, died Jan. 31 in his hometown of Bellefontaine, Ohio. His stories and photographs appeared in numerous books and magazines, including the cover and a feature in July 1963 TRAINS, and an explanatory letter about the featured engineer in the steam book *The Mohawk That Refused to Advocate, and Other Tales*, by the late TRAINS Editor David P. Morgan and photographer Dr. Philip Hastings.

Big stink: Cross Harbor Railroad, Jersey City at odds

Jersey City officials shut down an intermodal rail facility at the Greenville Yards on Monday after uncovering at the site what they said was 300 to 500 containers of illegally stored sludge, sewage, and solid waste. New York Cross Harbor Railroad, which runs the facility, has been in contentious negotiations with the city. On Monday, city health inspectors delivered a "cease and desist" order to the company, which transports waste from New York aboard trucks.

Wayne Eastman, president of Cross Harbor, said the company is within its legal rights to transport the bio-sludge to the property, which it leases from Conrail. Eastman said the yard is railroad property and falls under federal jurisdiction. Eastman said federal law allows the company to bring in the sludge, which is placed on trains and shipped to Arkansas, where it is turned into fertilizer.

Florida East Coast Railway posts profitable fourth quarter, 2002

Florida East Coast Industries reported operating revenues for Florida East Coast Railway of \$44.2 million for the fourth quarter ended Dec. 31, up 7.3 percent from the year-ago quarter. Operating profit increased 4.6 percent to \$11.8 million. Operating ratio was 73.3 percent, up from 72.6 percent in the year-ago quarter. FEC posted operating revenues of \$166.7 million for 2002, flat compared with 2001. Operating profit was \$42.1 million, up 2 percent. Operating ratio was 74.7 percent, compared with 74.3 percent for 2001. The railway moved 111,600 carloads during the quarter, up 0.8 percent. Foodstuff drove the positive side, up 24.0 percent. For the year, FEC moved 437,300 carloads, up 0.5 percent. Results were driven by foodstuffs, up 38.4 percent, while paper and other commodities dropped 11.7 percent and 12.8 percent respectively.

U.S. freight railroads aim to reduce greenhouse gasses 18 percent

The nation's freight railroads announced Wednesday that they expect to reduce the rate of greenhouse gas emissions by 18 percent by 2012, as part of President Bush's "Climate VISION" initiative. Edward Hamberger, president and CEO of the Association of American Railroads, noted that the railroad industry has already reduced the emissions of greenhouse gases by more than 70 percent over the past two decades.

Carbon dioxide is the primary greenhouse gas emission coming from diesel locomotives, and those emissions are directly related to the amount of fuel used. "In 1980 a gallon of diesel fuel moved a ton of freight 235 miles by rail," Hamberger said. "Today, that same gallon can move a ton of freight 406 miles. This means that freight railroads have reduced the rate of emissions of carbon dioxide by more than 30 million tons annually. We expect to continue this remarkable trend."

Hamberger said new technology, continued research, and improved operating practices will be key ingredients in achieving the railroad industry's goal. "Over just the past few years, railroads have installed more than 3,000 AC traction units in the

locomotive fleet over. Two of these units do as much work as three DC units. That improves both fuel efficiency and greenhouse gas emissions," he said. New locomotives will meet EPA emissions standards. Read about the details in the March 2003 issue of TRAINS.

UP partners with U.S. Customs Service

Union Pacific announced Wednesday it has become the first railroad in the country to be named a partner in the U.S. Customs Service's Partnership Against Terrorism. The partnership is intended to develop, enhance and maintain effective security processes throughout the global supply chain. As a participant in the program, the railroad has put property and policies in place to enhance security companywide to ensure that all areas of its supply chain and supply chain partners are secure.

Japanese railways will soon have free TP for all

After receiving endless complaints from passengers, the East Japan Railway Co., and the West Japan Railway Co. have caved in to customer demands and will begin stocking lavatories in hundreds of stations with free toilet paper. The railways stopped stocking the toilets when vandalism in the form of toilet paper theft, fires started with toilet paper, and toilet paper rolls being stuffed down toilets began increasing. To prevent such acts, but still attempting to keep customers happy, pay toilet paper machines were installed. Paying passengers were apparently incensed with the dispensers, claiming having a supply of free toilet paper was a basic right. The free toilet paper should start appearing in March.

Rough track possible culprit in last year's Auto Train derailment

A sharp curve near Crescent City, Fla., where the Auto Train derailed last April was a troublesome stretch of track that needed frequent repair, according to an Associated Press report. After the April 18 wreck, the train's engineer told investigators he had seen a misalignment of the track just ahead and was trying to apply the brakes when the force of the derailment threw him against the cab wall. Four passengers were killed, 36 people were seriously injured, and more than 100 suffered minor injuries. The National Transportation Safety Board investigators' reports offered no conclusions. Much of the investigation has focused on the condition of the track, which is owned by CSX. A CSX coal train passed over the track just before the Auto Train took the curve, and that crew told NTSB investigators that they noticed no roughness or irregularity.

But the engineer and assistant engineer of Amtrak's Silver Meteor, which passed over the same area a day earlier, said the track "seemed to be out of line" and caused their engine to rock. "Both crew members indicated that they mentioned it out loud to each other but didn't believe that it was serious enough to report to the train dispatcher," the report said.

Canadian Pacific a finalist for operations management award

Canadian Pacific Railway is one of six finalists for the 2003 Franz Edelman Award for Management Science Achievement. CPR was nominated for its integrated operating plan, a multi-phase scheduled operations initiative that has taken more than \$300 million out of the company's cost base. Other finalists are Hewlett-Packard, UPS, Israel's Bank Hapoalim, Emery Forwarding, and Texas Children's Hospital. "Our integrated operating plan has transformed the way we run our trains and serve our customers," said Rob Ritchie, CPR's president and CEO. "It allows us to move more freight on time with fewer resources than at any other time in our recent history. It has unleashed productivity and service improvements that are helping to drive our growth."

The operating plan, launched in 1999, capitalizes on CPR's recent \$2.8-billion investment in new locomotives, technology and facilities. The railway says the plan had reduced delays and yard congestion through directional blocking of cars and enables CPR's 427 new AC-powered locomotives to haul longer, heavier trains. The plan also takes advantage of capacity improvements at sidings, yards and terminals across CPR's 14,000-mile network. The benefits are particularly noticeable, CPR says, fast-growing intermodal sector where a new premium train service delivers significantly improved on-time performance.

Plan for rail-watching platform in Homewood, Ill., moving forward

Homewood, Ill., is applying for a grant from the Chicago Southland Visitors & Convention Bureau to build railfan platform. Homewood is considered a "hot spot" in railfan circles, with Metra, Amtrak, and Canadian National trains all passing through the village. The rail-watching platform would give rail fans a place to safely watch the trains pass, said Jim Wright, chairman of the Illini Rail Corridor Committee. This particular area, which is grassy and out of the way, also includes other amenities for rail fans, Wright said.

Amtrak says sustaining its operations 'an ongoing challenge'

Amtrak said Friday (2/14) it could maintain all service this year even though Congress provided \$150 million less than the intercity carrier said it needed. Congress gave Amtrak \$1.05 billion in subsidies for the fiscal year that runs through Sept. 30. Amtrak had said it probably would begin shutting down service this spring unless it received \$1.2 billion. "The amount appropriated by Congress only reinforces that sustaining Amtrak operations will be an ongoing challenge," Amtrak said in a statement. "Though the budget will be extremely tight, this funding level should be sufficient to operate the national system for the remainder of the fiscal year." To get federal money this year, Amtrak management will have to submit grant requests to the Transportation Department, which now has full control of Amtrak's finances. Amtrak had made its own spending decisions since 1994.

Military train pilfered while in transit

Military authorities in Jacksonville, Fla., are investigating the theft, vandalism, and arson of a CSX train carrying support equipment for the U.S. Army's 101st Airborne Division. The cars, loaded with military vehicles and other equipment, had apparently stopped in the early hours of Sunday morning in Jacksonville when the incident occurred. Among the items pilfered included tools and food. A number of agencies are investigating, including the FBI, the Jacksonville Sheriff's Office, and the U.S. Army.

Union Pacific tackles rising diesel fuel prices with efficiency training

Union Pacific is training engineers to become more fuel-efficient in an effort to offset rising diesel prices. The railroad is reportedly the top user of diesel fuel in the country, just ahead of the United States Navy. Uncle Pete's fleet consumes millions of gallons of diesel a month, and up to 17 million gallons every 30 days or so at Bailey Yard in North Platte, Neb. The fuel is delivered by pipeline into Bailey Yard on a continuing basis and stored, according to *The North Platte Telegraph*.

UP has established a locomotive simulator at Bailey Yard to train engineers to operate more efficiently. The computer-based simulator takes an engineer through a 45-minute run encountering all the variables he might find on the road. The simulated train consists of three SD60s and 113 coal hoppers, with a gross train weight of 15,394 gross and a length of 6,205 feet.

Damage to B&O Museum exhibits severe, but most is restorable

Collapse of the B&O Museum's roof early Monday (2/17) may have been triggered by a severe dynamic load of falling ice and snow from the large round clerestory roof striking one side of the already snow-burdened main roof. "The devastation is major, but somewhat less than initially feared. Some of the most historic vehicles were, luckily, in other buildings temporarily, or weren't hit directly by the falling roof," wrote Bill Withuhn in an e-mail sent to *TRAINS Magazine*. Withuhn has visited the site.

Two 1870's-era coaches were badly crushed, one cut in half by a falling truss. Aside from those rare pieces, the other vehicles and locomotives can be restored, as well as the 119-year-old roof and its lattice trusses, Withuhn said. The biggest immediate job is shoring up the remaining roof, and stopping water damage to the building interior and vehicles. Engineers have surveyed the damage, building alignment, and remaining ironwork structure. "Some federal disaster-relief funds, and possibly federal funds, may be available," he wrote.

Berkshire Scenic Railway could begin operation in May

A \$3.6 million state grant will enable the Berkshire Scenic Railroad to commence operations in western Massachusetts. BSRR will operate on tracks owned by the Housatonic Railroad. The state grant will subsidize the upgrade of the existing right of way to accommodate tourist service between Stockbridge and Lenox, Mass., and fund an operating agreement to give tourist trains the right to operate on the Housatonic for seven years. A similar tourist service was once available on the railroad right-of-way, but was discontinued in 1989. The diesel-hauled excursion trains will feature circa 1920, refurbished former Delaware, Lackawanna & Western coaches. Service may commence by Memorial Day of 2003.

CSX taps Union Switch & Signal for new dispatching program

CSX has awarded a contract to Union Switch & Signal for the requirements, design, implementation, integration, and installation of its Next Generation Dispatch system for the Kenneth C. Dufford Transportation Center in Jacksonville, Fla.

The four-phase program will eventually replace the current CSX dispatching system that US&S installed in 1988. Phases one and two will involve the migration of the Centralized Traffic Control and Dark Territory Control applications from the current VAX-based system to the new US&S distributed Unix-based platform. Subsequent phases of the project include the migration of the Train Message/Bulletin and Train Sheet functions.

Norfolk Southern lubricating rails with beans

Norfolk Southern is using a biodegradable soybean oil-based as an alternative to petroleum-based grease for lubricating rails to reduce rail side wear and wheel flange wear in curves. "Soybean grease is better for the environment, competitively priced and very effective," said John M. Samuels, senior vice president operations planning and support. "It can increase the life of rail on curves substantially."

Summer- and winter-grade blends are in use, and an all-season blend is being developed. "SoyTrak decomposes through natural processes in a matter of weeks after application, so it's beneficial for the environment," said Don Cregger, NS manager project engineering. "It's more efficient than petroleum grease in reducing wear through its greater durability and capacity for reducing friction."

Maybe it's good for in-laws too

A lion poop experiment is credited in saving wild deer from colliding with West Japan Railway Co. trains along the Kisei Line. According to sources, the company has spread a mixture of lion feces and water over a 250-mile stretch of the line during a three-month experiment. Officials claim it is working, saving not only the deer but the railway time and money in

cleanup. Deer collisions, which had reached epidemic proportions of up to 200 per year, dropped to zero in the test section when the animals thought they were coming too close to a lion.

Fiery Hogwarts

Sparks from the real-life steam locomotive masquerading as the Hogwarts Express in the Harry Potter sequel *The Prisoner of Azkaban* accidentally set more than 100 acres of nearby fields on fire during filming in Scotland last week. The film crew had to hire a helicopter to help douse the flames. A local tourist line that operates on the same route in the summer months owns the locomotive and train.

CSX relocating corporate headquarters to Florida

CSX will relocate its corporate headquarters to Jacksonville, Fla., from Richmond, Va., the company announced today. "This decision continues CSX's strategic evolution from a multimodal transportation company to a streamlined enterprise with greater focus on our railroad," said Michael Ward, CSX chairman, president, and CEO. "As a result, we no longer need a central location for our holding company, and it makes business sense to locate the corporate headquarters in the same city as the major operating unit, CSX Transportation. More than 7,000 of CSX's nearly 40,000 employees are located in Florida. The company has more than 5,200 employees in Jacksonville. In addition to the corporate and railroad headquarters, Jacksonville also serves as headquarters for CSX Technology and CSX Intermodal.

CSX touts first-year remote-control results

Remote control technology is improving safety in CSX's classification yards, according to data compiled through the first full year of implementation. In addition, the severity of train accidents is down when comparing the average cost per derailment, the railroad says. "This trend reinforces the safety benefits of remote control technology documented by Canadian railroads, and emphasizes that implementation by CSXT and all major North American railroads was the right decision," said chief operating officer Alan Crown. "In addition to the safety benefits, we are seeing virtually 100 percent reliability of this proven technology."

CSX's analysis shows that FRA-reportable train accidents (damage of \$6,700 or more) were reduced by 60 percent in remote control operations in 2002. Also, human factor-caused accidents were reduced 30 percent when comparing remote control with conventional operations. The railroad's findings also show that accidents, when they occur, are less severe. Average cost per train accident in yards where both remote control and conventional operations are used is 34.5 percent less with remote control, according to CSX.

Seniors and Public Transportation

The Florida Today newspaper on Sunday, January 19th ran a full-page article on the front page of the people section addressing the problem of very old people who keep driving when they are becoming impaired by vision, hearing and reaction time. One older woman said to her daughter "What am I supposed to do, dig a hole and pull it in after me???" Several others stressed the need to drive for groceries, doctors visits and the like - all necessities.

My wife and I have a friend - 80 yrs old - who drives to Sebastian (a distance of 60 miles roundtrip) to take a friend shopping for food and other necessities since her friend is older than she and blind as well. Another old person we know pays someone \$50.00 once a week to drive her to a Wal-Mart. This brings to mind the many times I personally have seen taxis waiting at the Wal-Mart for older folks to bring their purchases home.....must be a mighty good deal for the local cab companies. This isn't 'praying for the old folks' it's PREYING ON the old folks.

The one thing that wasn't addressed in the newspaper article was the almost TOTAL lack of mass transit in the state of Florida. Here's a state with one of the highest percentages of seniors in the United States only one commuter rail service between Miami and West Palm Beach. They HAVE to drive, there's no other way. Of course they could hobble to the nearest Publix using their canes and walkers. Only problem here is, it'd take all day even if they didn't die along the way.

Brevards' bus service takes too long and is too roundabout to serve. They try, but there simply isn't the funding for a quick, convenient service with 10 or 15 minute intervals. Who wants to wait 45 minutes or an hour for a bus which then takes another hour to get you to where you can shop or work? The highways are overcrowded already and where they aren't demolition derbies of competitive driving, they have become giant parking lots like I-4 in the Orlando area. I-4 isn't alone, almost any major road in Orlando is a mess and many of the minor roads as well.

I'm reminded of the articles on 'cocooning' by American families. A phenomenon that began appearing a decade or two ago. Why shouldn't we cocoon???? I dreaded going to Orlando airport even before the long lines after 9/11. Now, I'd rather have a root canal. Our own pathetic airport has 4 flights a day then closes down and ALL the flights are only to Atlanta. Oh, yes, there is a flight on weekends to Cincinnati.....ALL ABOARD!! This coincides with many of our highways going into overload. These roads which were designed in the 50s and built in the 60s were becoming overloaded in the 80s. HEYYYY, politicians, it's 20 years later and nothing is getting done about what you call our 'infrastructure'. The pols in Orlando were on TV a few years ago gloating about how they beat the initiative for light rail. Think about this next time you're sitting in your

car on I-4 at 5PM. There may be some hope here.....last night I saw congressman Mica on Channel 9 touting lightrail as a necessity for the Orlando area. Mica, a longtime Amtrak-hater has had his eyes opened. I guess he finally realized the only alternative is to pave over all of Orange county.

VISIT TO AN "O" GAUGE LAYOUT IN ORMOND BEACH MARCH 22

by Chuck Billings

Our chapter has been invited to visit Rusty Taylor's "O" Gauge layout in Ormond Beach on Saturday, March 22 at 1:30 p.m. Hal Greenlee viewed this layout last year and expressed that it was really great and something not to miss seeing. The layout is something like 33' x 20' plus. In addition to the layout, there are shelves on all four walls displaying locomotives and rolling stock. Also there is a display of several old railroad lanterns. For those of us who like the "little" trains as well, and appreciate the art of display, this should be a great experience.

I would suggest for any who would like to caravan or carpool, we meet in the Cocoa Library parking lot (north side) with a planned departure of 12 Noon. For those desiring to go it alone, instructions to Mr. Taylor's are as follows: Take I-95 north past exits for Daytona and Ormond Beach to the exit at US 1. Turn left (South) on US 1 and go a little less than a mile (landmark – recreational vehicle sales on left) to the VILLAGE OF PINE RUN; turn left on PINE TREE. Go about 1 mile (long narrow lake on left) – after the lake, the road forks – take left fork onto VILLAGE DRIVE. Mr. Taylor's is the 7th house on the left, #50 (a number "50" is painted on the driveway.) Enter and then you should see the red barn where he has the layout.

In case anyone gets lost, Mr. Taylor's phone number is (386) 673-3271. My (Chuck Billings) cell phone number for this trip is (321) 302-0035. Do not use this number except on this day only. Chuck Billings' home phone is (321) 783-7049.

PROGRAM MANIFESTS

UPCOMING CHAPTER PROGRAMS & EVENTS

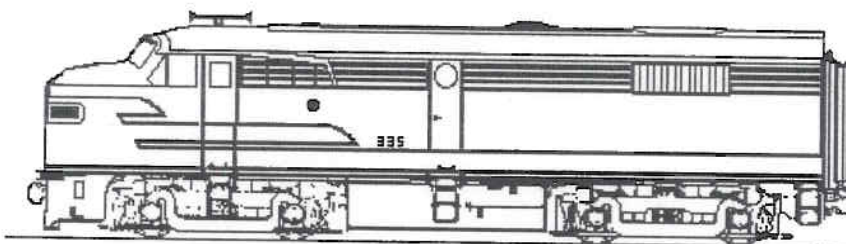
MARCH – MONDAY the 10TH, 7PM. – John Prestopino video of the 192 and 614 at Port Jervis. BOOK RAFFLE: *Trains, An Illustrated History of Locomotive Development*, (250 illustrations black & white and color), by S. P. Gordon.

MARCH – SATURDAY the 22ND, 1:30PM. – A visit to Rusty Taylor's "O" Gauge layout in Ormond Beach.

APRIL – MONDAY the 14TH, 7PM. – Program to be announced.

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<http://www.ribbonrail.com/art/diesel/engine15.gif>

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NEXT MEETING: Monday, March 10, 7:00 p.m.

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

PROGRAM: *John Prestopino video of the 192 and 614 at Port Jervis.*