

THE FLATWHEEL

The Official Monthly Publication of the Central Florida
Chapter of the National Railway Historical Society



March 2012

March Meeting

Monday, March 12th at 7:00 PM
Central Florida RR Museum
101 S. Boyd St., Winter Garden, FL

Refreshments Provided By: Frank Milmore
Program: Railfanning With Danny Harmon
By: Irv Lipscomb

April Meeting

Monday, April 9th at 7:00 PM
Central Florida RR Museum
101 S. Boyd St., Winter Garden, FL

Refreshments Provided By: Chuck Ansell
Program: SunRail Project Update
By: Frank Milmore

Upcoming Events

March 2, 2012 — NARCOA Motorcar Excursion over the Florida Central RR roundtrip between Eustis and Mt. Dora.

March 3, 2012 — NARCOA Motorcar Excursion over the Florida Central RR roundtrip between Eustis and Winter Garden.

March 4, 2012 — NARCOA Motorcar Excursion over the Florida Northern RR roundtrip between Ocala and Candler and Ocala and Lowell.

March 5, 2012 Through April 29, 2012 — Down at the Depot Art Exhibit by Dan Crusie at the CFRR Museum.

April 14, 2012 - Deland, FL — 39th Florida Rail Fair, Volusia County Fairgrounds, 3150 East New York Avenue, 9 am – 4 pm, Admission: Adults \$7.00, Under 12 Free. Contact: Charles Miller, 386-736-8185, rrshows@aol.com. Website: <http://www.gserr.com>.

April 28, 2012 — Annual Meeting of the Florida Chapter of the Samuel B. Morse Telegraph Club from 10:00 AM to 4:00 PM at the Central Florida Railroad Museum. The public is invited to attend.

May 5-6, 2012, The Villages, FL — The Villages Spring Train Expo, Lake Miona Regional Recreation Center, 1526 Buena Vista Boulevard, 9 am – 4 pm Sat., 10 am – 3 pm Sun., Admission: Adults - \$5.00, Children Under 10 – Free. Contact: Alan Goldberg, 352-205-4322, amgold15@hotmail.com, Website: <http://villagerailclubs.blogspot.com>.

May 18-20, 2012, Winter Haven, FL — Sunshine Region NMRA Convention "Rails on the Ridge" will be held at the Best Western Plus Park View Hotel (former Admiral's Inn). Interested people can contact the registrar, Bob Gangwish via email at BobGang.aol.com. The Convention website is <http://ridgemoderailroadclub.webs.com/>.

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DOWN AT THE DEPOT ART EXHIBIT OPENING IN WINTER GARDEN

WINTER GARDEN: "Down at the Depot," an exhibit of railroad paintings by Dan Crusie, will open March 5 and remain through April 29 at the Central Florida Railroad Museum.

March Museum Work Session

**Saturday, March 24, 2012
8:30 AM to 3:30 PM**

**Please come out and help with the
many chores that need to be done!!!!**

Annual Meeting of Morse Telegraph Club Hosted By Central Florida Railroad Museum April 28th — 10 AM to 4 PM

The Florida Chapter of the Morse Telegraph Club will hold its Annual Morse Day Celebration at the Central Florida Railroad Museum on April 28th between 10 AM and 4 PM in celebration of the birthday of Samuel B. Morse, the inventor of the telegraph and Morse Code. Club members will display and demonstrate antique and replica telegraph instruments and equipment.

March Birthdays

**Richard Creedon 3/5
Jerry Honetor 3/16
Jim Shoemaker 3/29**

Al Pfeiffer's Photo Corner

This feature focuses on photos taken by our own Chapter member Al Pfeiffer. Over the years, Al has taken thousands of photos related to our favorite hobby and he would like to share some of them with us. Each month, three of Al's photos are featured.



CSX #2315 and #6900 Northbound at Plant City, FL — 5/31/10



FEC #416 Northbound With Local at MP 99 (National Gardens)



Amtrak #193 Southbound With Train #91 at Longwood, FL.

Upcoming Events

Continued From Page 1

May 17-20, 2012 - Birmingham, AL — R&LHS Annual Convention,.

July 14, 2012 - Deland, FL — 40th Florida Rail Fair, Volusia County Fairgrounds, 3150 East New York Avenue, 9 am – 4 pm, Admission: Adults \$7.00, Under 12 Free. Contact: Charles Miller, 386-736-8185, rrshows@aol.com. Website: <http://www.gserr.com>.

August 18-19, 2012, The Villages, FL — The Villages Summer Train Expo, Lake Miona Regional Recreation Center, 1526 Buena Vista Boulevard, 9 am – 4 pm Sat., 10 am – 3 pm Sun., Admission: Adults - \$5.00, Children Under 10 – Free. Contact: Alan Goldberg, 352-205-4322, amgold15@hotmail.com, Website: <http://villagerailclubs.blogspot.com>.

Central Florida Chapter NRHS Board Retreat Central Florida RR Museum February 4, 2012

Call to Order: Phil Cross called the meeting to order at 8:33 am. Board members present included Phil Cross, Jerry Honetor, Clarence Hurt, Irv Lipscomb, Frank Milmore, Ken Murdock, David Rhea, and Les Westlake. Chapter members present were Chuck Ansell, Joe Lehmann and Richard Bazzo.

Opening Prayer and the Pledge of Allegiance: David Rhea led the prayer and the pledge.

January 2012 Treasurer Report: Frank Milmore introduced the new format for financial reports, presented the Treasurer's Report for January and declared the Chapter solvent. Irv Lipscomb made a motion and Jerry Honetor seconded approval of the income and expense report as of January 2012. The vote was unanimous.

Donation to the WGHF's History Center Building Campaign: A lengthy discussion was held about the benefits of the WGHF. Jerry Honetor made a motion to fund a matching grant from the members up to \$1,000. Irv Lipscomb seconded the motion. The vote was unanimous.

2012 Proposed Budget: After a line item was added for up to \$1,000 for the WGHF building campaign, David Rhea made a motion to accept the budget proposal. Ken Murdock seconded the motion. The vote was unanimous.

Flatwheel Update: Phil Cross acknowledged Roger Wilson, Addison Austin, and the East Coast chapter for doing a great job of trading information.

Chapter Web Site, CFRR Museum Web Site, Museum, and Past Perfect Database Update: Phil Cross announced that Keith Mackey has offered to help with the Chapter's website. Phil Cross showed the board some proposed pages for the website. Ken Murdock showed the board pages of the Past Perfect system. Shelves have been finished in the Roper Building office for videotapes. There are six people trained on Past Perfect. New member Joe Lehman could become the new computer expert. Chuck Ansell mentioned email addresses from overseas. It was decided that no action would be taken due to possible improprieties. Chuck asked for an update on the city's installation of the museum sprinkler system. No one had an answer.

The Future of the Central Florida Chapter NRHS: The update on the new bylaws and the upcoming election form was discussed. Clarence Hurt read a possible update on chapter dues. Irv Lipscomb stated that it might be a good idea to ask Sam Boldridge to visit our chapter to present the case for continuing our relationship with the NRHS.

2012 Annual Banquet: Phil Cross asked if the chapter should confirm the date for the 2012 banquet. The board recommended that the chapter reserve the date with the West Orange Country Club (which can be cancelled at a later date) and look into Tavares or Apopka for another venue. The banquet committee will research possible options. The date is set for December 1st.

Membership & Program Update: Jerry Honetor raised a concern about the retention of members. He obtained programs for the next few months.

Field Trips & Other Chapter Activities for 2012: Jerry Honetor.

- Jacksonville Train Show – Bill Dusenbury, Phil Cross, and Frank Milmore are attending on February 11.
- A visit to the Ridge Live Steamers Complex in Dundee - Chuck Ansell & Rollin Patrick, February 25, 2012.
- A visit to the Florida Flywheelers Site near Ft. Meade - Bill Dusenbury, Ken Murdock & Phil Cross, February 25, 2012.
- A visit to Sanford's Forgotten Railroads - Ken Murdock & Frank Milmore, Fall 2012.
- A one-day trip to the North Florida Railway Museum at Green Cove Springs, Clay County Historical & Railroad Museum at Green Cove Springs (Includes the Bud Hess Railroadiana Collection), and the Northeast Florida Live Steamers & Railroaders West Tocoï & Bostwick Railroad located in the Green Cove Springs/Bostwick area - Phil Cross & Ken Murdock.
- A Photography Trip to Folkston - Roger Wilson & Bill Dusenbury.
- A Weekend Amtrak Trip, Possibly to Miami- Chuck Ansell.
- A Trip to the Flagler Museum (Whitehall) in Palm Beach, FL - Jerry & Diane Hardwich.
- A Trip to the Disney train/Monorail station - *Coordinator(s) Needed.*

- A Trip to the NASA JJ Railroad at Cape Canaveral - *Coordinator(s) Needed.*
- A Trip to the Sandersville Railroad in Sandersville, Georgia - *Coordinator(s) Needed.*

The board adjourned for lunch from 11:30 - 12:30.

NARCOA - Chapter Participation in Events: Phil Cross reported that the annual NARCOA event on the Florida Central and Florida Northern Railroads is scheduled for March 2nd – 4th.

CAP Grant Results: Kay Cappleman hopes to have the findings from the assessment by March 1st.

Ideas for 2012 Fundraisers & 2012 NRHS Railway Heritage Grants Program: There is a possibility of selling tickets for the Orange Blossom Cannonball at the Spring Fever and Music Fest. Frank Milmore is contacting SunRail for a possible donation. Chuck Ansell asked for an update on selling the excess china. It was stated that the chapter does have a full inventory but no pieces are slated for sale yet.

Dan Crusie Painting Exhibition: March 5th is the opening of "Down at the Depot." 25-30 of Dan Crusie's prints will be shown. The price of the prints is \$79 with \$25 going to the chapter. Irv Lipscomb is coordinating the exhibition and handling the publicity.

Organization of the Chapter's Goals & Committees: Frank Milmore requested that this item be tabled until the next board retreat.

Friends of the Chapter/Museum & Corporate Memberships (Ocala Model Railroad Club): Phil Cross noted that this could be removed from the agenda.

100th Birthday Celebration for the Former T&G Depot in Winter Garden: Phil Cross held a discussion about potential dates for the event. The board came to the consensus that the event should wait for the rehab of the tracks so that the Orange Blossom Cannonball could be part of the event.

Expansion Plans for the Central Florida Railroad Museum: Ken Murdock made a presentation on expansion plans into the Roper Building.

Florida Central Railroad Track Upgrade: Phil Cross stated that the Dora Canal bridge replacement is tentatively scheduled in March after the NARCOA excursions. Upgrades will occur as far as Umatilla and Winter Garden.

Selection of Date for the 2nd Quarter 2012 Board Retreat: The retreat will occur on May 12th.

Items from Attending Board Members: No reports

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Meeting Adjournment: Irv Lipscomb made a motion to adjourn which was seconded by Frank Milmore. The meeting was adjourned at 1:26 pm.

Central Florida Chapter NRHS Combined Board & Regular Meeting Minutes

Central Florida RR Museum
February 13, 2012

Call to Order – Phil Cross called the meeting to order at 7:00 pm. 33 members were present.

Meeting Prayer and Pledge of Allegiance – David Rhea led the prayer and Pledge of Allegiance.

Recognition of Visitors – Phil Cross recognized Clem and Carol White from Tampa, Greg Stiles from Hawthorne (near Leesburg), and Phyllis Milmore (wife of Frank Milmore). Member, Jim Shoemaker, returned.

Recognition of Members/Friends Concerns – Friend of the Chapter, Rod Reeves, recently had heart surgery and is recuperating.

Approval of January 9, 2012, Combined Board & Regular Meeting Minutes – Jerry Honetor made a motion to approve the minutes that was seconded by David Rhea. Approval was unanimous.

Approval of February 4, 2011, Board Retreat Minutes – Bill Dusenbury made a motion to approve the minutes that was seconded by Jerry Honetor. Approval was unanimous.

January 2012 Treasurer's Report – David Rhea reported that the Chapter was solvent for January.

Vice President of Membership & Programs Report – Jerry Honetor

Membership Status Report

Current Membership - 75 Members.

Renewed Members for 2012 To Date – 50.

Members Who Have Not Renewed – 25 (27 according to Jerry Hardwich).

Bill and Debbie Dusenbury were awarded their 25 year service award from NHRS.

Monthly Programs – Tonight's program is **FEC Railway's Key West Extension** by Ken Murdock. Next Month's program is **Railfanning With Danny Harmon** by Irv Lipscomb.

Chapter Events and Field Trips – The following is a list of planned/proposed trips. Trip coordinators have been selected for 7 out of the 10 planned/proposed trips. Trip information will be made available to the Chapter membership and "Friends of the Chapter" as soon as it is available. We still need trip coordinators for the trips to Disney, Cape Canaveral, and Sandersville, GA.

- The 40th anniversary of Amtrak is on display at Tampa's Union Station. Admission is free – **Allen Quinn. February 18-19, 2012.**
- A visit to the Ridge Live Steamers complex in Dundee – **Chuck Ansell & Rollin (not Roland) Patrick. February 25, 2012.**
- A visit to the Florida Flywheelers Site near Ft. Meade – **Bill Dusenbury, Ken Murdock & Phil Cross. February 25, 2012.**
- A visit to Sanford's forgotten railroads – **Ken Murdock & Frank Milmore. Scheduled for November 2012.**

- A one-day trip to the North Florida Railway Museum at Green Cove Springs, Clay County Historical & Railroad Museum at Green Cove Springs (Includes the Bud Hess Railroadiana Collection), and the Northeast Florida Live Steamers & Railroaders West Tocoil & Bostwick Railroad located in the Green Cove Springs/Bostwick area – **Phil Cross & Ken Murdock.**
- A photography trip to Folkston – **Bill Dusenbury & Roger Wilson.**
- A weekend Amtrak trip, possibly to Miami – **Chuck Ansell.**
- A trip to the Flagler Museum (Whitehall) in Palm Beach, FL – **Jerry & Diane Hardwich.**
- A trip to the Disney train/Monorail station – **Coordinator(s) Needed.**
- A trip to the NASA JJ Railroad at Cape Canaveral – **Coordinator(s) Needed.**
- A trip to the Sandersville Railroad in Sandersville, Georgia – **Coordinator(s) Needed.**

Museum Curator Report – Ken Murdock

January 2012 CFRR Museum Report – 771 visitors for January and 771 visitors for 2012 to date. 275.75 volunteer hours donated by the membership during January (Ken Murdock donated 96 of these hours) and 275.75 hours donated for 2012 to date. Members are asked to enter their hours in the record book at Denise's desk or e-mail them to Denise so that the Chapter has an accurate record of all hours donated.

- January Museum Work Session Report – No February work day scheduled. The next work day is March 24th.
- Past Perfect Program Report – Wednesdays are work days on Past Perfect. Training will be offered as needed.
- Donations Report – From the Pennsylvania Railroad: cloth napkins, small glasses, and silverware. From the Pullman company: five wooden clothes hangers and towels. From the Southern Railway: silverware. The City of Winter Garden replaced the air-conditioning unit and a toilet seat. Richard Bazzo donated HO locomotive for our layout.

Museum Host Schedule for March 2012 – Irv Lipscomb needs hosts for March 2012.

President's Report – Phil Cross

- Winter Garden Heritage Foundation Board of Directors Activities for January – The Foundation focused on the design and fundraising for the construction of the new History Center on the property purchased from the First Baptist Church. They also focused on finalizing plans for the Jill Towers Concert on February 11th. The Executive Board also began focusing on the planning efforts for the 2012 Music Fest to be held the first weekend in October.
- Website Committee Update – Work continues on the updating of the various pages on the website.
- Library Committee Update – Chairman Jerry Honetor and Committee Member Roger Wilson continue to work on the cataloging of the books, periodicals and videos in the library. Allen Quinn and Richard Bazzo fabricated shelves for the VCR tapes.
- Dan Crusie's **Down at the Depot** Art Exhibition at the CFRR Museum – Irv Lipscomb and Dan Cruise announced the opening is March 5th and continues through April 29th. The prints are on sale for \$79 with \$20 going to the Chapter.
- Annual Meeting of the Florida Chapter of the Morse Telegraph Club (Dots & Dashes) to be held at the CFRR Museum on April 28th from 10 AM to 4 PM. Hosts will be needed for the meeting.

- NARCOA Annual Motorcar Visit – Saturday, March 3rd – Need Museum hosts early that day. Also need to get tracks cleaned off between Main Street and the Museum.
- Jacksonville Train Show Report
 - * Chapter table (sold 5 DVDs and 4 Murdock books for cash sales of \$160.00).
 - * Bill Dusenbury manned ACL/SAL table.
 - * Frank Milmore, Richard Bazzo and Frank Brubaker also attended the show.
 - * ACL/SAL Annual Meeting was held in Jacksonville Friday through Sunday.
- 100th Birthday Celebration for the Former T&G Depot in Winter Garden – The Board discussed initial plans for the celebration to be held sometime in 2013 at their February 4th meeting. The WGHF will join with the Chapter to co-host the event.
- Expansion Plans for the Central Florida Railroad Museum – Ken Murdock briefly described proposed plans for the expansion of the Museum.
- 2012 Annual Banquet – The Board agreed at its February 4th meeting to confirm the date of December 1st for the annual banquet and to tentatively reserve the West Orange Country Club for the event. The event will be moved if another suitable location and menu can be found. The Banquet Committee will work on this event.
- Donation to the WGHF's History Center Building Campaign – The board approved funding a matching grant from the members up to \$1,000.
- The Future of the Central Florida Chapter NRHS – Clarence Hurt highlighted the benefits of the national organization and WGHF. Jerry Hardwich shared his insights as a past national officer. Roger Wilson offered an opinion on the Southeast Railroad organization. Les Westlake asked about National's operating expenses and if Sam Boldridge, our regional officer, was available to come talk with the Chapter.

FCRR, FMRR & FNRR Update (Including FCRR Track Upgrade Update) – Bill Dusenbury reported that the Dora Canal contract has been signed. The Florida Central and Florida Midland has steady operations.

Tourist Train Operations on the Florida Central RR – Bill Dusenbury reported that there is a photographer's special on February 19 called the "9:10 from Lake Jem." <http://www.orangeblossomcannonball.com/special-events/> The drover caboose is arriving soon. Last Saturday and Sunday, the trains were sold out.

Items from the Board of Directors:

- * Phil Cross reported that Bob Grenier's new book, Images of America: Tavares is on sale. Many of the photos and postcards used in the book were provided by Clayton Bishop. This included the cover photo of the Dead River Bridge.

Items from the Membership:

Lloyd Brown inquired on the progress of the sprinkler system for the museum. Phil Cross and Ken Murdock will schedule a meeting soon with James Dillon, the City of Winter Garden's facilities maintenance supervisor, to discuss potential ways to accomplish the installation of the

sprinkler system in the Museum and to discuss long-range maintenance plans for the Museum.

- * Patrick Smith asked about Florida Central's new engines. Bill Dusenbury advised that he hoped both units would be on site within a month or so..

Tonight's refreshments were provided by Chuck Ansell. The refreshments included Key Lime Pie in honor of the evening's program on the Key West Extension.

Meeting Adjournment – Jerry Honetor made a motion to adjourn that was seconded by Chuck Ansell. The meeting was adjourned at 8:06 pm.

Peacekeeper Missile Rail Garrison Car Submitted by Craig Murdock

On December 19, 1986 the White House announced President Ronald Reagan's approval to develop a rail garrison system for basing part of the Peacekeeper Intercontinental Ballistic Missile force. To increase survivability of this force 50 Peacekeepers would be deployed in existing Minuteman silos and 50 more would be mounted on 25 USAF trains, two per car. Each train would consist of two locomotives, two security cars, two missile launch cars housing the missiles, one launch control car, one fuel car and one maintenance car. Each launch car carried one Peacekeeper ICBM in a launch tube that could be elevated to fire the missile from the bed of the car. The trains were parked in shelters located on USAF Strategic Air Command bases throughout the continental United States with the missiles on constant alert. When necessary the trains could be dispersed onto the nation's rail network, making it extremely difficult for an enemy to target and destroy them. Development of the rail garrison deployment system was terminated in 1991 as cold war tensions eased.

Major contractors for the rail garrison system were Boeing, Westinghouse Marine Division and Rockwell International Autonetics. The overall body length of the launch car was 87 feet. Fully loaded it would weigh more than 520,000 pounds.



Orange Blossom Special Leaves Orlando By Ken Murdock

The old steam locomotive that rested at Church Street Station for about 30 years has been moved to its new home at the Florida Railroad Museum in Parrish, Florida. The locomotive was originally purchased by entrepreneur Bob Show along with several passenger cars, one a mini-dome, when he was developing his *Rosie O'Grady's Good Time Emporium* on Church Street. The locomotive and passenger cars were painted with high gloss paint and the name *Orange Blossom Special* was inscribed on the locomotive. Sporting the round SAL "Through the Heart of the South" logo under the cab windows and a fake cow catcher made from steel tubing, it did fool many non-railfans into thinking that the train was from that fast and famous Seaboard Air Line seasonal train that once ran between New York and Florida during the glory days of passenger trains.

Nothing could have been further from the truth. The real *Orange Blossom Special* never called on Orlando coming only as close as Winter Haven and Wildwood. Snow's old steam locomotive was actually Frisco #3749, a lowly 0-6-0 yard switcher that probably never operated over 20 to 25 miles per hour. It was built by Baldwin in 1911 and served the Frisco until they ended their steam operations. The Frisco had a large roster of 0-6-0s in the 3500, 3600, 3700 and 3800 classes. All were built by Baldwin except the 3800s which were built by Lima. The 3700s were the ugly ducklings of the classes, being tall and stubby with large diameter boilers set high above their small drivers and showing plenty of daylight showing between the bottom of their boilers and the top of their drivers. They looked like something that Freddy Flintstone would have owned.



The 3749 at Pensacola, Florida.



The 3749 sits all by itself as the tender is loaded for the move to its new home at the Florida Railroad Museum.

The 3749 did, however, have a historical connection to Florida. The Frisco had a branch line off of their Birmingham, Alabama line that went into Pensacola to serve the port of that city. The 3749 was assigned to Pensacola and worked the Frisco's yard and docks during part of its career as confirmed by one photo taken in that city. Another photo showed it in service in Atmore, Alabama which is just above Pensacola on Frisco's branch. These two photos from the Florida State Archives seem to confirm that it probably spent a good part of its service life in the far reaches of the Florida panhandle.



This connection to Florida's railroad history certainly made the locomotive worthy of saving and we should applaud the Florida Railroad Museum on their successful efforts to acquire and preserve this highly photographed relic that spent so many years in Orlando. We should also be happy to see Church Street Station, built by Plant's South Florida Railroad in 1887, again become an active passenger station with the advent of SunRail. Hopefully, the renovations required making this facility comply with current codes and functions won't destroy the historic integrity of this beautiful landmark, one of the few that remains in Orlando.

The passenger cars made the move to Parrish first and then the tender followed, all on lowboy trailers with their trucks removed. The locomotive was first moved to the parking lot of the old Amway Arena on a framework of steel beams and dolly wheels similar to those used in moving houses. It appears to have been too tall for a lowboy trailer and was waiting on special permits to be moved. It sat in the old arena parking lot for more than a week before beginning the trip to its new home in Parrish about the middle of February.



The 3749 awaits its final move to the Florida Railroad Museum in the parking lot of the old Amway Arena.

February Museum Report

By Ken Murdock

We didn't have a monthly museum workday in February due to the many events happening on almost every weekend during the month. However, this doesn't mean that there was nothing being accomplished during the month. Al Sharp and I continued the Wednesday workdays concentrating on the Past Perfect inventory. We have been focusing on the showcases containing china, silver and glassware, most of which was part of the Root collection. We have inventoried well over 425 items at this time. We are identifying each piece of china as to the railroad that used it, pattern name, intended function, i.e. soup bowl, manufacturer, condition and etc. We are also keying each item to the *Dining on Rails* book by page and item number for future reference since many pieces aren't marked with the railroad's name. We haven't attached photos yet but will do that as a second phase. This process has made us much more aware of the quality and value of our collection.

We have also inventoried items that have been loaned to us, some by members and some by those aren't members. Photographs have been attached to these items due to the importance of positively identifying the item and documenting its condition. We welcome all members, trained or not, to come out and join us. We have 2 chapter laptops setup and ready to go for anyone who wants to get involved. We can use someone who would like to start photographing the items that have been inventoried and attaching the photo files to the inventory record. We won't work on the inventory on March 8th and 15th since I will be out of town but hope to resume on March 22nd.

Al Sharp has been taking home chapter slides from the collection of the late Ray McKnight and scanning them. Al has completed the entire collection and we hope to use them for a program in the future. Ray was a chapter member after retiring from the New York Central RR and moving to Florida. Many of his slides were taken by him in New York in the steam and early diesel era. They should make an interesting program.

We also had a major donation this month. Dick Kearns, a former chapter member and Flat Wheel editor, donated a portion of his photo collection to our library. The collection, containing about 4,500 photographs, is in all sizes from 3"x 5" to 8"x 10" and in color and black and white. A number of them are ACL and SAL photos and some are earlier predecessor lines and logging lines. Dick donated many of his historic photos to several libraries in Central Florida. His ACL photos went to the Lakeland Library, his SAL photos to the Wildwood Library and his FEC photos to the Daytona Beach Library. I regret that we didn't receive them but at least we know where they are if any of us are interested in doing any research on any of those railroads. Dick has more photos that he will donate later this year. They will be mainly from the New York area where he worked for over 20 years. He also has his very large slide collection which he plans to donate to us. I need a volunteer or two who will take on the challenge of filing this collection into our photo filing system which is located in our new office.

The Following Article Is Courtesy
Of Chapter Friend Addison Austin

West Virginia Plan Would Connect Tourist Railroads

Published: February 21, 2012

CHARLESTON, W.Va. – A plan to connect the West Virginia Central and Cass Scenic railroads by restoring 25 miles of abandoned track has been unveiled by the West Virginia Tourism Commission, the Charleston Gazette has reported.

The proposed Highland Adventure of Mountain & Rail would make use of the existing track of the state-owned West Virginia Central Railroad, on which the Durbin Rocket, Cheat Mountain Salamander, and Tygart Flyer excursion trains now operate, and the Cass Scenic Railroad. Track would be re-laid over an abandoned Western Maryland line from Durbin to Elk River Junction, near Glady, W.Va., where it would connect with the West Virginia Central. With the additional track in place, it would be possible to travel by excursion train from Elkins to Durbin and Cass, then on the Cass Scenic west to the town site of Spruce, and loop north on the West Virginia Central back to Elkins. Much of the route travels through the Monongahela National Forest along the Greenbrier River. The entire excursion train loop would be 90 miles.

Rail from a stretch of unused West Virginia Central ex-WM track between Spruce and Bergoo, W.Va., would be pulled up and reused on Elk River Junction-Durbin line. The Spruce-Bergoo line would become a trail under the plan, giving hikers and bikers a 30-mile pathway along the headwaters of the Elk River. Using rail connections, hikers and bikers would have easy access to the Greenbrier River Trail at Cass, the West Fork Rail Trail at Durbin, and the Allegheny Highlands Trail at Elkins.

The circular route would make it possible for eight trains to make daily departures from eight cities and towns. In addition to opening up new vistas to tourists, the loop route allows passengers to avoid the scenery replays that occur on the out-and-back routes nearly all other tourist trains follow, said John Smith, president of the D&GV. Smith said officials at Cass Scenic Railroad State Park approve of the plan, and would likely receive an additional 25,000 riders annually by making use of the route.

By increasing demand for lodging, dining, and other services, the new route would pump an additional \$50 million a year into the area economy, said Lars Byrne of the D&GV. Passenger cars would be equipped to carry kayaks, mountain bikes, and backpacking and fishing gear, making it possible for backcountry tourists to be dropped off and picked up at various locations along the rail loop.

The estimated cost of the plan is \$20 million. If funding is approved, it would take 18 to 24 months to fully implement. The plan needs approval from the State Rail Authority, the Monongahela National Forest, and other agencies, before it can move forward.

T&G DVD

The Whistle Blows No More....A History of the Tavares & Gulf Railroad 1881-1969

Available at the Railroad Museum for \$20.00
Get your copy today!!

March Museum Work Session

**Saturday, March 24, 2012
8:30 AM to 3:30 PM**

Please come out and help with the many chores that need to be done!!!!

Chapter Members: Don't forget to order your own personal Chapter name badge. The cost is only \$5.00. They may be ordered from Chapter Treasurer David Rhea. See David at the monthly meetings or contact him at 407-656-8749 or rhead43761@yahoo.com.

The Flatwheel is the official monthly publication of the Central Florida Chapter of the National Railway Historical Society. Opinions and views expressed in this publication are those of the editor and contributors and do not necessarily reflect those of the members, officers or directors of the Chapter.

Material for the Flatwheel (including exchange newsletters) should be sent to the editor via e-mail at: Crossrails@earthlink.net.

Please Note: Material from The Flatwheel may be reprinted in other publications provided credit is given as to the source.

The Central Florida Railroad Museum is located at 101 South Boyd Street, Winter Garden, FL, 34787 (downtown Winter Garden, immediately north of the water tower).

The Museum is open daily from 1:00 PM to 5:00 PM (excluding selected holidays) or by special arrangements. Large groups are encouraged to contact the Museum at 407-656-0559 to arrange for their tour in advance.

The Central Florida Railroad Museum is operated under a cooperative agreement between the City of Winter Garden, the Winter Garden Heritage Foundation and the Central Florida Chapter of the National Railway Historical Society.

The Central Florida Chapter of the National Railway Historical Society meets on the 2nd Monday of each month at 7:00 PM at the **Central Florida Railroad Museum**. The Museum is located at 101 South Boyd Street in downtown Winter Garden immediately north of the water tower. Guests and visitors are welcome and encouraged to attend.

All correspondence and other materials for the Chapter should be mailed to:

CFC-NRHS
PO Box 770567
Winter Garden, FL 34777-0567

Or e-mailed to the Chapter at: CFCNRHS@gmail.com.

Web page: <http://www.cfcnrhs.org>

Mission: The mission of the Central Florida Chapter is to promote railway heritage preservation and educate its members and the public about rail transportation, its history and impact, with a focus on Central Florida.

Through the operation of the Central Florida Railroad Museum, the Central Florida Chapter of the National Railway Historical Society is committed to the collection and preservation of railroad history, with a special focus on Central Florida, and the restoration and exhibition of railroad memorabilia for the education and enjoyment of present and future generations. It is the Chapter's intent that each visitor to the Central Florida Railroad Museum leave with such a pleasurable experience that they will tell others about the Museum and return again and bring friends and family with them.

President: Phil Cross
Crossrails@earthlink.net 407-509-4572

Vice President — Membership & Programs: Jerry Honetor
JerryHonetor@yahoo.com 407-957-8788

Vice President — Education: Irv Lipscomb
ilipscomb@cfl.rr.com 407-895-4749

Secretary: Les Westlake
LesWestlake@comcast.net 352-434-6160

Assistant Secretary: Clarence Hurt
clhurt@smartcity.us 407-347-1031

Treasurer: David Rhea
rhead34761@yahoo.com 407-656-8749

Assistant Treasurer: Frank Milmore
fmilmore@earthlink.net 407-366-8941

Museum Curator: Ken Murdock
rmurdock4@cfl.rr.com 407-277-5719

Historian: Phil Cross
Crossrails@earthlink.net 407-509-4572

Flatwheel Editor: Phil Cross
Crossrails@earthlink.net 407-509-4572

Webmaster: Phil Cross
Crossrails@earthlink.net 407-509-4572

Immediate Past President: Bill Dusenbury
sclbill@hotmail.com 352-360-0136

The Following Article Is Courtesy Of Chapter Friend Al Langley

New Private Passenger Train Chicago-New Orleans

Sunday, February 19, 2012

Iowa Pacific, which owns a number of shortlines with passenger service, as well as their High Iron charter passenger service, has finally publicly announced their new venture - luxury passenger trains on specific routes.

They have created the company "The PULLMAN Sleeping Car Company" and are planning luxury trips from Chicago to New York and New Orleans, this coming October. The company has acquired almost 100 passenger cars and about a dozen Amtrak-legal locomotives, including a number of E-units. They have also leased the former Pullman shops in the Chicago area to rebuild passenger cars, in addition to their shop at Alamosa, Colorado.

For limited information on the planned Chicago-NY and Chicago-New Orleans trips, go to: www.travelpullman.com. What the operators can say now:

In the nineteenth century, when it took a week to travel from coast to coast, it was Pullman that made the trip enjoyable. During the 1920's, Pullman was the largest hotel company in the world with over 100,000 beds available every night. Taking soldiers to their embarkation point during World War II in warm, comfortable beds, Pullman worked closely with the War Department to give deploying military a comfort they might not feel again soon.

The post-war era saw some of the finest cars Pullman would ever produce. The Art Deco look prevailed and gave everything on which it was applied an eternally classic style - rail cars were no exception. Today, the Pullman Sleeping Car Company is bringing back a level of service, style, travel and elegance that has been lost, but not forgotten.

Planned for an October 2012 launch, the Pullman Sleeping Car Company will have regularly scheduled "sailings" from Chicago to New York and New Orleans. These are overnight journeys complete with meals and an on-board service that we guarantee you've never experienced.

A team with tremendous knowledge and appreciation for all things "passenger trains" has been assembled and they have studied and analyzed the Pullman service for many years. For those involved, this is the culmination of a life-long passion.

Work is being done right now to restore 10 Pullman cars to reflect their original beauty and function, and to develop authentic Pullman on-board service.

Whether or not you have ever experienced rail travel in its glory days, we've selected several videos that we consider exemplary and hope you will gain a feel for travel by Pullman.

<http://www.youtube.com/watch?v=CcC9laB3UFU>

http://www.youtube.com/watch?v=DI_LoQ4vHDC&feature=related

<http://www.youtube.com/watch?v=ruHTZ-3PrB0&feature=relmfu>

The Pullman Sleeping Car Company also operated special "Dinner with Pullman" trips out of Chicago. Dinner trips operated on Friday and Saturday, February 17-18; a brunch trip is to operate on Sunday, February 19. The train consist: two full-length dome cars, a dining car and two lounge cars, pulled by an E-8 locomotive.

<http://www.diningwithpullman.com/>

Rail News Courtesy of Chapter Member Roger Wilson

EMD Plant in London is Toast

February 3, 2012

Caterpillar, Inc., subsidiary Progress Rail Services has announced that it will permanently close its Electro-Motive Diesel assembly plant in London, Ontario. The plant had been shut down since December 2011 when about 450 members of the Canadian Auto Workers were locked out after they could not come to an agreement on a new contract. The CAW claimed that EMD offered a 50 per cent cut in pay and benefits; the company has said that "the London plant, primarily because of an antiquated labor contract, faced serious competitive disadvantages."

The situation at London followed the opening in October 2011 of a large, new EMD assembly plant in Muncie, Ind., which is staffed by nonunion workers. Another new assembly plant is being built in Brazil.

FEC to Serve Florida Port Directly

February 2, 2012

Florida East Coast and the Broward County Board of Commissioners have agreed to a 30-year lease which will allow the railroad to operate an intermodal container transfer facility at Port Everglades in Fort Lauderdale, FL, to be located just west of the port's Southport section along Macintosh Road. The new facility will replace the FEC intermodal yard on South Andrews Avenue and eliminate a two mile truck haul over local roads and highways between the port and the railhead.

Light Rail Proposed for Florida County

February 2nd, 2012

The Project Advisory Committee of Pinellas County, Fla., has adopted a proposal to build a 24-mile light rail system linking St. Petersburg, Clearwater, Pinellas Park, and Gateway. The system will not extend to nearby Tampa, located in Hillsborough County, although the proposed expansion of the Howard Frankland Bridge across Tampa Bay may include provisions for light rail use. However, in 2010 Hillsborough County voters defeated a light rail referendum.

East Broad Top Icon Passes

January 30th, 2012

Stanley Hall, former General Manager of the East Broad Top Railroad, passed away at home on January 26, 2012. Having grown up alongside the EBT, Mr. Hall joined the railroad as a painter in 1960 and rose to the position of General Manager by 1989, replacing Roy Wilburn. He retired in 2010 and leaves a living legacy at Orbisonia, having added refurbished rolling stock, stabilized the Rockhill Furnace shop complex, and overseen the rebuilding of Mikado No. 15. He also was instrumental in establishing a volunteer program in conjunction with the Friends of the East Broad Top and generously passed his knowledge of steam railroading and locomotive maintenance to a younger generation.

A memorial service was held at 11:00 a.m. on Saturday, February 4 at the Sugar Run Church of the Brethren, 17193 Hill Valley Rd., Shirleysburg, Penn.

North Carolina Transportation Museum Offers 'Behind the Scenes' Tours

Published: January 27, 2012

SPENCER, N.C. – The North Carolina Transportation Museum is offering visitors a look at rarely seen areas of the museum, once Southern Railway's largest locomotive backshop. In January and February, visitors can take what the museum calls "Behind the Scenes" tours.

The tours pair visitors with a guide who shares in-depth knowledge of railroad history and artifacts. Areas that are normally closed to the public are on display during the tours. It includes a look at the roundhouse restoration bay, the museum's backshop, a vintage DC3 aircraft under restoration, and a tour of a private business car.

The tours cost \$15, which includes museum admission. They are part of the museum's new efforts to raise money. The state recently cut the museum's funding and will offer no support beginning next fiscal year, requiring the museum to become self-supporting. In preparation, the museum started charging admission last July.

Tours are available at 1 p.m. Thursdays or Fridays, and are approximately 90 minutes in length. They are limited to a maximum of 20 participants, and are available by reservation only at least three days in advance. To schedule a tour call 704-636-2889 ext. 258 or email Kathryn.L.johnson@ncdcr.gov.

New Roundhouse, Turntable Under Construction At Alabama Museum

Published: January 26, 2012

TUSCUMBIA, Ala. – A new roundhouse museum is under construction in Tuscumbia, adjacent to the preserved former Southern Railway depot, the Florence Times Daily reported. The nearly \$1.07 million contract for the roundhouse was approved by the city of Tuscumbia in November 2011.

Work on the roundhouse and a turntable is being funded through a transportation enhancement grant. Tuscumbia Mayor Bill Shoemaker said Alabama Department of Transportation grants for \$219,000 for the turntable and \$15,000 for air conditioning for the roundhouse are helping with the project. The department also is providing \$42,000 for a parking lot and \$47,000 in landscaping.

The substructure of the roundhouse is under construction, and the walls will come next. City and museum officials hope it will be ready by this summer. The turntable pit is done and concrete poured. The turntable was built by the Union Bridge Co. and came from Maine's Belfast & Moosehead Lake Railroad.

Plans call for a small theater in the roundhouse where visitors can learn about rail history and safety.

Norfolk Southern Posts Record Revenues, Strong Operating Ratio

Published: January 25, 2012

NORFOLK, Va. — Norfolk Southern Railway set an all-time record for operating revenue in 2011 as it released its results for the year's final quarter. The railroad posted an operating ratio of 71.4 percent, a great showing despite rising costs.

NS's coal shipments rose in 2011's fourth quarter on strong export coal (up 27 percent from a year earlier), domestic metallurgical coal (up 11 percent), and industrial coal (up 9 percent). Partially offsetting those gains was a 3 percent drop in domestic utility coal, the railroad's largest category. Overall coal volumes rose 3 percent in the fourth quarter and 4 percent for the year.

In fact, all categories of NS goods saw rising volumes in the fourth quarter, with intermodal shipments up nearly 18 percent.

Operating expenses for NS rose \$2 billion over a quarter earlier, or 14 percent. Rising fuel prices led the rise, up \$95 million.

Canadian National Posts Best-Ever Quarterly Revenue

Published: January 24, 2012

MONTREAL — Canadian National Railway posted a C\$592 million profit in 2011's fourth quarter, its best-ever earnings. The railroad kept its operating ratio below 65 percent, and saw an overall gain in traffic volumes despite drops in the coal and agricultural sectors.

Though revenue ton-miles rose just 3 percent over 2010's final quarter, CN's overall revenues rose 12 percent, hinting the railroad has been raising rates. Metals and minerals posted the biggest gain in volumes, up 23 percent, while coal posted the biggest loss, down 8 percent. In a sign consumers might be opening their pocketbooks, CN's intermodal volumes shot up 10 percent.

The operating ratio for the quarter stands at 64.7 percent, up slightly from a year earlier, but still an impressive number. Earnings per share came in at \$1.33.

"Solid operation and service performance helped CN deliver exceptional financial results for the fourth quarter and 2011 as a whole," said Claude Mongeau, the railroad's CEO.

BNSF To Order New Electro-Motive Model This Year

Published: January 24, 2012

FORT WORTH, Texas — BNSF Railway plans to order 10 SD70ACe-P4 diesels this year, a new Electro-Motive Diesel model. The B1-1B-trucked locomotives mimic the concept GE is employing on its A1A-A1A-trucked ES44C4.

The 10 units are to be part of 250 locomotives BNSF plans to order this year. The others are 65 SD70ACes and 175 ES44C4s.

BNSF began receiving ES44C4s in 2009. The model is intended to match the performance of a six-powered-axle D.C.-traction locomotive with just four A.C.-traction-powered axles. The effect, in theory, is lower maintenance costs by having fewer traction motors and increase standardization, since all new units can come with A.C. motors.

Prior to taking delivery of the P4s from EMD, BNSF plans to convert four of its own SD70ACes to the new design.

Norfolk Southern Repaints Southern Railway 'Heritage Unit'

Published: January 23, 2012

NORFOLK, Va. — Norfolk Southern Railway has repainted GP59 No. 4610 from its Southern Railway green -and-gold colors to NS black-and-white. It now wears a distinctive "Operation Lifesaver" livery.

NS painted No. 4610 into Southern colors in 1994 at its Chattanooga, Tenn., shop, to mark the centennial of the railroad's creation. NS engineer Ben Lee suggested the move. A plaque at the rear of the unit dedicated No. 4610 "to the engineers of the Southern Railway system."

Passenger Train To Norfolk, Va., To Launch By Year's End

Published: January 19, 2012

RICHMOND, Va. — State-supported Amtrak trains will begin serving Norfolk, Va., by the end of this year, 10 months earlier than originally projected. The Commonwealth Transportation Board passed a resolution outlining the new start date today.

Virginia has grown its state-supported network as extensions to the Boston-Washington Northeast Corridor. Trains arriving in Washington from Boston and New York now continue on to Lynchburg and Richmond, Va., and ridership on the corridors has surged. The Norfolk connection will offer travelers new destinations.

The trains will use CSX rails from Washington to Petersburg, Va., then Norfolk Southern from Petersburg to Norfolk.

"There is high demand for passenger rail service in Virginia, as demonstrated by considerable ridership growth throughout the commonwealth," said Joe McHugh, Amtrak's vice president of government affairs and corporate communications. "We have a strong partnership with the commonwealth, and look forward to operating this expanded service to Norfolk in 2012, providing passengers the option of convenient one-seat service to Washington and Northeast Corridor destinations."

Norfolk Southern Opens Key Patriot Corridor Terminal

Published: January 19, 2012

MECHANICVILLE, N.Y. — Norfolk Southern formally opened its new Mechanicville intermodal terminal, a key part of its Patriot Corridor initiative, this week. Operations began at 12:01 a.m. Monday, with daily arrivals and departures to and from Chicago.

The Patriot Corridor is NS's play for the New England intermodal market launched in conjunction with Canadian Pacific and Pan Am Railways. The Mechanicville terminal will serve Albany, N.Y., metro area shippers. It's also a key site for intermodal trains bound for Ayer, Mass., as they'll be "fileted" (single-stacked) eastbound and "toupeed" (double-stacked) westbound. That's necessary because the Hoosac Tunnel in Massachusetts can't clear double-stacked containers.

The terminal will handle containers only, including 53-foot domestic boxes, EMP containers, or ocean containers.

Amtrak Submits Budget To Congress, Asks Less For Operating Support

Published: February 3, 2012

WASHINGTON – In its budget submitted to Congress today, Amtrak said it was requesting \$450 million in federal operating support for fiscal year 2013, a lower amount than the \$466 million appropriated by Congress for FY 2012. Amtrak said its lower request for operations was the result of efforts to improve its financial performance, record ridership, and anticipated increases in revenue.

"Amtrak's request for less federal operating support is a strong statement on just how much this railroad has improved its management and financial health. The fact is, Amtrak now covers 85 percent of its operating costs with non-federal dollars and we will further improve on that number without cutting service," President and CEO Joe Boardman said in a news release.

Amtrak's total fiscal year 2013 request is \$2.16 billion. The company is asking for \$450 million for operations to support the national network; \$1.43 billion for capital and infrastructure projects nationally; \$212 million for debt service; and \$60 million for Northeast Corridor development projects. The request for \$212 million for debt service is lower than the \$271 million appropriated by Congress for fiscal year 2012.

The \$1.43 billion request for capital and infrastructure projects is an increase over the \$657 million appropriated by Congress for fiscal year 2012. Boardman said the increase was necessary to move beyond mere maintenance of existing equipment and infrastructure and to invest in improvements to support more reliable service. Amtrak said capital funds will be used on safety and security projects, improving station accessibility under requirements of the Americans with Disabilities Act, continuing the development of a new reservation system, and replacing aging locomotives and cars.

Boardman said that Congress should integrate Amtrak and other federal rail programs into a comprehensive surface transportation bill. He said the company believes the rail section should include five priorities: provide dedicated, multi-year funding for intercity and high-speed passenger rail; establish a national investment strategy; create a clear and leading role for Amtrak; ensure coordinated corridor planning and project execution; and address liability and insurance issues.

Texas State Railroad In Financial Trouble

Published: February 3, 2012

PALESTINE, Texas – When Texas turned over the state-owned Texas State Railroad to American Heritage Railways in 2007, it thought the money problems of the railroad might end. Under owner Allan Harper, American Heritage operates tourist railroads Durango & Silverton and Cumbres & Toltec in Colorado, and Great Smoky Mountains in North Carolina. Now American Heritage says that while the Texas State railroad's finances are getting better, a revenue shortfall means the line needs public help.

Harper told the *Palestine Herald-Press* that he has invested almost \$3 million in the railroad. Harper said when the 25-mile railroad between Palestine and Rusk, Texas was operated by the Texas Park & Wildlife Department it was losing about \$2 million a year. In the last year the loss was only about \$150,000. "That is huge progress; things are turning around," Harper said. "But it looks as though we need about \$573,000 to keep things operational until we get to the fall (when there is) a positive cash flow."

Harper said he has acquired \$2 million in debt for the railroad through loans with the City of Palestine, the City of Rusk, and the State of Texas. "I don't mind paying back the loans, but I want some relief. I am not going to keep running a railroad that is piling on debt. I can't keep going like this. We have to solve this problem," he told the *Herald-Press*.

Palestine Mayor Bob Herrington said a letter from Harper indicated that he needed concessions from the cities and the state for the railroad to continue, and that unless the concessions are made or the contract with American Heritage is re-negotiated the railroad would shut down operations Feb. 15. The Texas State Railroad Authority board will discuss the issue at a special meeting on Feb. 13.

Amtrak, TRAINS To Reveal The Secret Lives Of Locomotives

Published: February 2, 2012

WASHINGTON – Amtrak and TRAINS magazine are partnering to find out what really happens in the life of three locomotives over the course of a year, and readers who watch and photograph Amtrak trains are encouraged to help the magazine record the engines as they roam the nation.

The "Secret Lives of Locomotives," by passenger train columnist Bob Johnston, will appear in the November 2012 issue of TRAINS, a special jumbo "How railroading works" issue that will be available next October. Amtrak is making available data that shows how three of its diesel passenger units spend their working lives.

"We're excited about this project, because it will provide a rare glimpse into the way passenger locomotives are put to the test every day in America," says Trains Editor Jim Wrinn. "It will be fascinating to see where they go, how many miles they rack up, how much fuel they use, and many other details."

“Amtrak locomotives are the hardest run in the industry, racking up more annual miles than the freights or other passenger railroads. We ask a lot from them, and our mechanical forces do a great job to keep them operational to move passengers all over the country,” says Joe McHugh, Amtrak’s vice president government affairs and corporate communications.

The three units are Amtrak P42s Nos. 44, 66, and 90. No. 44 is distinctive because it led President Obama’s inauguration train in January 2009. No. 66 carries a retro paint scheme that’s part of Amtrak’s 40th anniversary this year. And No. 90 is an average unit; it is set for engine replacement in May.

The magazine will profile the units’ work history from July 1, 2011, to June 30, 2012. You may have already photographed them, but there’s still plenty of time to see them in action. Of course, as always, be safe around railroad property. Stay off the tracks, and take pictures and enjoy watching trains from public areas.

High resolution images of the units can be uploaded to TRAINS’ FTP site, www.contribute.kalmbach.com.

Passenger Association Opposes Amtrak Cuts In House Transportation Bill

Published: February 1, 2012

WASHINGTON – The National Association of Railroad Passengers said today it strongly opposes further reductions in Amtrak’s federal operating grant. The reductions would take place if Congress approves the House version of the transportation bill introduced this week.

The association said in a news release, “Following hard on budget cuts that already have forced unhealthy reductions in Amtrak’s capital and operating grants, these new cuts are at odds with the goal of encouraging train travel. While we are encouraged at the prospect of some long-awaited movement on addressing our nation’s transportation needs, the ‘American Energy and Infrastructure Jobs Act’ would take transportation policy in the wrong direction when more and more people are turning to train travel.”

The association also said it could support extending beyond 2015 the deadline for installing Positive Train Control to prevent collisions, but did not support a five-year extension. The association said privatization of Amtrak food service personnel is impractical, and “constitutes micro-management of one area when Congress’s appropriate focus should be on Amtrak’s overall bottom line.”

National Railway Historical Society Expands Rail Camp To West Coast

Published: February 1, 2012

PHILADELPHIA – The National Railway Historical Society has announced it will establish a new Rail Camp program on the West Coast. Rail Camp is a program for high school students to learn hands-on about railroads, railroad preservation techniques and operations, railroad history, and current career opportunities in the railroad industry.

The camp has been held for 14 years at the Steamtown National Historic Site in Scranton, Pa. There is also an Adult Rail Camp.

This year the society has established Rail Camp Northwest, which will run from July 29 to Aug. 4, and center on rail facilities around Tacoma, Wash. This is the first time the camp will have a rolling format, moving to different venues that combine historic preservation and modern railroading. Participants will visit Amtrak in Seattle, Tacoma Rail (a Division of Tacoma Public Utilities) in Tacoma, the Northwest Railway Museum in Snoqualmie, Wash., and the Mount Rainer Scenic Railway in Mineral, Wash.

House Transportation Bill Would Cut Amtrak Operating Funds

Published: February 1, 2012

WASHINGTON – An outline provided by U.S. House Republicans for the transportation legislation unveiled this week would cut Amtrak’s operating funding. According to the outline, Amtrak’s operating subsidy would be cut by 25 percent from current levels in fiscal years 2012 and 2013. The legislation would also “clarify” the Amtrak Inspector General’s authority, and require Amtrak’s food service to be competitively bid.

The fiscal 2012 federal budget has no funding for high speed rail, but House Transportation and Infrastructure Committee Chairman John Mica, R-Fla., said he plans to meet with U.S. Transportation Secretary Ray LaHood to separately negotiate a bipartisan plan for high speed rail.

The legislation would also eliminate the congestion grants set aside in the Intercity Passenger Rail grants program, currently authorized at \$100 million per year in Fiscal Years 2012 and 2013, and terminates the Capital Grants program for Class II and Class III Railroads, currently authorized at \$50 million per year.

Another provision would allow states to increase the weight limits of trucks on highways to 97,000 pounds from 80,000 pounds, and allow tandem and triple truck trailers, proposals that drew the ire of the Association of American Railroads.

TRAINS, National Railway Historical Society To Hold North Carolina Passenger Rail Forum

Published: February 1, 2012

GREENSBORO, N.C. – The Greensboro Chapter of the National Railway Historical Society, the Greensboro Historical Museum, and TRAINS will present a panel discussion titled “North Carolina Passenger Rail: Past, Present and Future,” on March 3 in Greensboro.

The forum is being held to provide more information to the public and media concerning the successful passenger train service operated by the Rail Division of the North Carolina Department of Transportation. Participants will discuss how the state achieved the current level of operation, plans for the future, and the economic and other impacts of the service.

The forum will be held from 11 a.m. to 12:45 p.m. March 3 at the auditorium in the Greensboro Historical Museum, 130 Summit Avenue in Greensboro. The museum is seven blocks north of the train station at the restored former Railway Express Agency building at 236 East Washington Street.

Panel members will be Paul Morris, North Carolina Department of Transportation deputy secretary for transit; Matt Van Hattem, TRAINS’ senior editor; Bob Johnston, TRAINS’ Amtrak and passenger rail correspondent; and William Dean, executive director, tourism-recreation investment partnership for the Davidson County (N.C.) Foundation. The moderator will be journalist Jim Schlosser, now retired from the Greensboro News & Record.

The panel discussion will be in conjunction with a trip from Greensboro to Charlotte, N.C., and return on trains 75 and 76 in a car assigned to panel members, the media, and interested parties. For further details, email the Greensboro Chapter, NRHS at EALewis@triad.rr.com.

North American Railroad Museums To Send Steam Locomotives To United Kingdom

Published: January 31, 2012

GREEN BAY, Wis. – Two North American railroad museums, the National Railroad Museum of Green Bay and Exporail, the Canadian Railway Museum at Delson, Que., will send their British A4 class 4-6-2s to Britain this summer. The engines are No. 60008, the Dwight D. Eisenhower, and No. 60010, Dominion of Canada.

The two will be shipped together to the National Railway Museum in York, England, Jacqueline Frank, executive director of the Green Bay museum, told TRAINS. The engines will remain overseas for two years.

The locomotives are going to the UK as part of a celebration marking the 75th anniversary of the record-breaking speed run of A4 No. 4468, the Mallard. On July 3, 1938, the engine set the official world speed record for steam locomotives when it reached 125.88 mph. The streamlined A4s mark the zenith of British locomotive construction, and have always been a source of pride for the country. Nigel Gresley designed the Class A4 in 1935 for the London & North Eastern Railway. Thirty-five were built with a streamlined design that made them instantly recognizable. Six survive, two in North America and four in the United Kingdom. During their stay in the United Kingdom, the two locomotives will be featured in a series of events, including line-ups with the four surviving United Kingdom-based A4s.

Frank said the groups are still working out the details but that sending the locomotives to England was a good deal for all the parties involved. She said they would see cosmetic repairs and some parts replacement while in York.

The move to Great Britain will be paid for by the National Railway Museum of York. To remove the Eisenhower engine from the U.S. museum will require an unusual maneuver. Because the part of the building where the engine was displayed has no outside access, the locomotive will have to be lifted horizontally and moved over to the active tracks that enter the building. Once on the tracks, the locomotive will be pulled outside and lifted onto a flatcar. Both the U.S. and Canadian engines will move by rail to the Port of Halifax where they will be placed on a ship for the voyage across the Atlantic.

While the engines are gone, the two LNER cars in Green Bay will be moved further into the display building where they are housed and be restored. The museum will also install a new exhibit that will open when No. 60008 returns in 2014, Frank said.

Steamtown To Hold Volunteer Fair

Published: January 30, 2012

SCRANTON, Pa. – The National Park Service will hold a Volunteer Fair at Steamtown National Historic Site next month. The fair will be held Feb. 19 from 10 a.m. to 3 pm. It is intended to recruit and introduce interested people to volunteer jobs in Steamtown’s interpretive division.

Interpretive division tasks vary and can include presenting programs in the museum complex, staffing the Visitor Center desk, and presenting programs on Steamtown excursion trains.

Steamtown’s Chief of Visitor Services, Mark Brennan, will introduce the session coordinators at Steamtown’s theater complex. Later in the morning, prospective volunteers will break out from the theater to learn more about the site and specific duties from employees, supervisors, and volunteers who are already performing the jobs.

Pennsylvania E8s To Lead Rare Mileage Excursion

Published: January 30, 2012

MARYSVILLE, Pa. – The Conrail Historical Society is sponsoring a “rare mileage” excursion this June that will be pulled by Bennett Levin’s two Pennsylvania Railroad E8s, 5809 and 5711. The “Susquehanna Limited” will operate June 16 between Washington and Harrisburg, Pa.

The excursion will use Amtrak’s Northeast Corridor from Washington to Perryville, Md., where the train will head north along the Susquehanna River on Norfolk Southern’s freight-only Port Road Branch. The train will travel through Enola Yard, once the largest classification yard in the world, and cross the Rockville Bridge at Marysville, the world’s longest stone arch railroad bridge. At Harrisburg, the special will head east toward Middletown, Pa., then south on the freight-only Roy Branch to Columbia, Pa., where it will swing back onto the Port Road and retrace the route back to Washington.

Conrail once used the two E8s on business car specials. After Conrail was split between CSX and Norfolk Southern, the locomotives were sold to Levin who, with his son Eric, restored them to their Pennsylvania Railroad colors and specifications.

The train will include 12 Amtrak cars. For first class passengers, private cars Kitchi Gammi Club and Warrior Ridge will be available. Tickets are \$172.50 for coach and \$400 to \$425 for first class. For more information or to order tickets go to www.crhstrips.com.

States Recommend Alignment For Southeast High Speed Service

Published: February 10, 2012

RICHMOND, Va. – The states of Virginia and North Carolina released their proposed recommendations for a preferred alignment for the Southeast High Speed Rail project from Richmond to Raleigh, N.C. The report released yesterday presents the recommendations of Virginia’s state rail agency and the North Carolina Department of Transportation’s Rail Division for each of 26 sections of the 162-mile corridor.

The report calls for using existing lines or inactive rail corridors where possible, along with areas of new track for the service. The agencies said the recommendations are based on the alignment’s environmental impacts, costs, operating, and construction considerations and public comments received during the environmental impact study.

The maximum speed for the proposed Richmond-Raleigh train is 110 mph south of Petersburg, Va., with an average speed of around 85 mph. The route would use the Seaboard Air Line main line route north of Norlina, N.C. and south of Petersburg, Va., which CSX abandoned in the late 1980s.

The recommendations will go to the Federal Railroad Administration for its approval and inclusion in the final environmental impact statement. To see the report go to www.sehsr.org.

Amtrak Submits Budget To Congress, Asks Less For Operating Support

Published: February 3, 2012

WASHINGTON – In its budget submitted to Congress today, Amtrak said it was requesting \$450 million in federal operating support for fiscal year 2013, a lower amount than the \$466 million appropriated by Congress for FY 2012. Amtrak said its lower request for operations was the result of efforts to improve its financial performance, record ridership, and anticipated increases in revenue.

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The \$1.43 billion request for capital and infrastructure projects is an increase over the \$657 million appropriated by Congress for fiscal year 2012. Boardman said the increase was necessary to move beyond mere maintenance of existing equipment and infrastructure and to invest in improvements to support more reliable service. Amtrak said capital funds will be used on safety and security projects, improving station accessibility under requirements of the Americans with Disabilities Act, continuing the development of a new reservation system, and replacing aging locomotives and cars.

Boardman said that Congress should integrate Amtrak and other federal rail programs into a comprehensive surface transportation bill. He said the company believes the rail section should include five priorities: provide dedicated, multi-year funding for intercity and high-speed passenger rail; establish a national investment strategy; create a clear and leading role for Amtrak; ensure coordinated corridor planning and project execution; and address liability and insurance issues.

Special Train To Mark Return Of Rio Grande “Mudhen”

Published: February 9, 2012

CHAMA, N.M. – After a decade of inactivity and a nearly three-year rebuild, former Rio Grande 2-8-2 No. 463 will be the star of a pre-season charter over the Cumbres & Toltec Scenic Railroad. No. 463, built in 1903 by Baldwin, was one of 15 locomotives of the K-27 class, nicknamed “Mudhens.” It is one of two survivors – the other is No. 464 operating at the Huckleberry Railroad in Flint, Mich.

The special train will operate May 15, 2012 and is sponsored by the Friends of the Cumbres & Toltec Scenic Railroad, Inc. The one-way trip will depart from Antonito, Colo., at 9:30 a.m., with several run-bys planned on the 63-mile trip to Chama. Lunch is included as is a commemorative 463 cap. Fares are \$185 for tourist class and \$125 for coach.

To purchase tickets or for more information call 505-880-1311 or go to www.cumbrestoltec.org.

NS Suspending Eight Domestic Intermodal Routes

Published: February 9, 2012

NORFOLK, Va. – Norfolk Southern will suspend intermodal service for all domestic equipment on several routes. The suspension includes EMP, a domestic interline container service offered by NS and Union Pacific as well as agent railroads, private containers, and private trailers.

The affected routes are Charlotte, N.C. to Croxton, N.J., in both directions; St Louis to Austell, Ga.; Huntsville, Ala. to Jacksonville, Titusville, and Miami, Fla.; and Miami to Huntsville.

NS said it was taking the action to improve network efficiency. The suspensions are effective May 7, 2012. They do not affect service for international steamship containers.

B&O “William Mason” To Operate In October

Published: February 8, 2012

BALTIMORE, Md. – One of the oldest steam locomotives in the United States will be under steam this fall, along with one of the newest. Baltimore & Ohio 4-4-0 No. 25, the “William Mason” built in 1856, will steam along the first commercial mile of railroad track laid in America on Oct. 13-14. The engine will run as part of the B&O Railroad Museum’s Railfest Steam Days Weekend. Also in operation will be St. Elizabeth’s Hospital 0-4-0T No. 4, built by H. K. Porter in 1950. It was the last steam locomotive produced by H.K. Porter.

Programs and demonstrations over the weekend will highlight steam power and the museum’s steam locomotive collection. There will also be a Civil War encampment with the 20th Maine Volunteer Infantry, Company E. They will talk about the life of Union soldiers during the Civil War and will conduct demonstrations and military drills. The Blacksmiths Guild of Central Maryland will demonstrate their skills performing one of the jobs necessary for the successful operation of early railroads. The museum restoration facility will also be open for visitors.

For more information go to www.borail.org.

Ringling Bros. To Open New Facility In Florida

Published: February 8, 2012

ELLENTON, Fla. – The Ringling Bros. and Barnum & Bailey Circus train is about to get company at its Florida home. The circus will spend \$20 million to buy and renovate a manufacturing plant and 47-acre tract in Ellenton, Fla. The site on the north shore of the Manatee River will become the global production center for Feld Entertainment Inc., Ringling’s parent company that also produces Disney on Ice, Disney Live, Monster Jam and Feld Motor Sports productions. Ellenton is a western suburb of Palmetto, and is about one half mile southeast of the current Ringling Palmetto Railcar Shops complex (see the feature story in *Trains Magazine*, [February 2011](#)).

The Feld Entertainment Global Production Center is expected to be in service within five years. The rail spur to the site diverges from CSX’s former Seaboard Air Line Parrish Subdivision and extends across Highway 301. Additional track will have to be installed within the former factory site, so that each December both mile-long Ringling circus trains can be stored at a single location during the holidays.

Feld Entertainment will also move as many as 190 jobs from its Vienna, Va., headquarters to Florida during the next five years, the *Washington Post* reported.

Colorado Railroad Museum Has Big Plans For 2012

Published: February 7, 2012

GOLDEN, Colo. – The Colorado Railroad Museum is planning to improve its displays and put more equipment into service. In recent years the museum has completed a restoration shop and roundhouse, repainted several pieces of equipment, and improved accessibility for visitors. Projects the museum is working on for 2012 include:

- Completing the cosmetic restoration of Denver & Rio Grande narrow gauge 2-8-0 No. 318.

- Begin the cosmetic restoration of Rio Grande GP30 No. 3011. It will be sandblasted and repainted, the cab restored, and new windows installed.
- Finish restoration work on Rio Grande narrow gauge 2-8-0 No. 346's tender.
- Continue restoration work on the Colorado & Southern wood refrigerator car No. 1113.
- Preparing a standard gauge diner and coach to make the cars ready for viewing and fund raising dinners. The overhaul will include installing heating and cooling, electrical, water, and other mechanical systems and reupholstering coach seats. The museum is adding new sections of track to move the diner and passenger coach to a new location where they'll be parked near the main museum building for display, interpretation, and meals.
- Connecting tracks to allow the museum to change displays at will and make it easier to move equipment into the roundhouse for regular maintenance.
- Continue cataloging all museum objects and library/archival collections and entering them into the new collections management database.
- Complete the North American Railway Foundation project of adding 12 more outdoors interpretive panels.
- Expand the number of operating days. In 2012 the museum will offer monthly opportunities to ride behind steam or diesel power. Called "Ride the Rails Saturday," it is scheduled for the third Saturday of the month. The other Saturdays Rio Grande Southern Galloping Goose motor car no. 7 will offer rides.
- The museum is also publishing a new book on the Galloping Geese that should be available in the late spring.

For more information on the museum and its activities, go to www.coloradorailroadmuseum.org.

Army To Mark 70th Anniversary Of Transportation Corps

Published: February 6, 2012

FORT EUSTIS, Va. – This year marks the 70th anniversary of the founding of the U.S. Army Transportation Corps on July 31, 1942. To mark the event, a four-day Transportation Corps Conference will be held beginning July 25 at Fort Eustis.

Opening ceremonies will be held at the Fort Eustis Transportation Museum with the dedication of the rail pavilion currently under construction. The pavilion will include recently acquired Alco RSD1 8011. It was built in March 1941 for the Atlanta & St. Andrews Bay as RS1 No. 902. In 1942 it was requisitioned by the Army for overseas service, remanufactured into a six-axle RSD1, and shipped to the Persian Gulf for use on the Trans Iranian Railroad. At war's end it went to the Alaska Railroad as No. 1034, and in 1975 was transferred to the U.S. Department of Transportation Test Track in Pueblo, Colo. Eight years later it was donated to the Smithsonian National Museum of American History. The engine eventually moved to the Railroad Museum of Pennsylvania at Strasburg, Pa. Because it lacked covered display space, the museum returned the locomotive to the Army, which will display it at Fort Eustis.

The dedication ceremony will be followed by tours and special activities at the museum that are open to the public. A complete listing of conference activities at both Fort Eustis and Fort Lee will be posted at the Transportation School's website at www.transchool.lee.army.mil.

Rare Mileage Trips To Be Pulled By E8

Published: February 6, 2012

WAUNAKEE, Wis. – High Iron Travel Corp. will sponsored a rare mileage trip over freight only lines in the Southwestern United States this spring. The expected motive power for the trips is Arizona Eastern E8A 6070, an ex-Chicago & North Western/Metra unit painted in the former Southern Pacific "Black Widow" scheme.

The "Southwest Explorers" special will operate April 28 to May 4 over BNSF and Union Pacific on the following schedule:

- April 28: Leave St. Louis for Tulsa on the former Frisco via Springfield, Mo.
- April 29: Tulsa to Ft. Worth (ex-Frisco); layover in Ft. Worth.
- April 30: Ft. Worth to Monahans, Texas (ex-Texas & Pacific), then on Texas-New Mexico to Hobbs, N.M.
- May 1: Side trip on West Texas & Lubbock Railroad. Layover in Hobbs.
- May 2: Hobbs to Monahans, then ex-Texas & Pacific to El Paso, then on former Southern Pacific/Rock Island to Tucumcari, N.M.; layover in Tucumcari.
- May 3: Tucumcari to Liberal, Kan.
- May 4: Liberal to Kansas City. Trip ends.

The consist is scheduled to be Arizona Eastern E8 6070; *Cimarron River*, an ex-Frisco sleeper; *Scenic View*, a former Santa Fe big dome, *Golden Mission*, an ex-SP bedroom lounge), and open platform business car *Caritas*.

For more information, go to www.highirontravel.com.

The Melting Market For Eastern Coal

Posted February 6, 2012 By Fred Frailey

A brisk market for export coal masks the fact that the demand for domestic use is as soft as melting butter. There are two reasons. The one you hear about most often is Lisa Jackson. Ms. Jackson is administrator of the Environmental Protection Agency, and under her leadership the EPA is moving on several fronts to severely limit pollutants that result from coal being burned to create electricity. Older, smaller plants that are uneconomic to equip with scrubbers will be a thing of the past within a

few years, and these lie mainly in the eastern half of the country. And is this a terrible thing? Probably not. I don't like to breathe mercury particles any more than you do.

What ought to give railroads nervous chills is the second reason. Natural gas is cheap. Dirt cheap, in fact, and getting cheaper. Its price has fallen by half in the past year and shows no sign of reviving. Natural gas is the competing fuel to coal at power plants, and oceans of it are being discovered, thanks to the twin technologies of horizontal drilling and hydraulic fracturing. Proven reserves have ballooned the past few years, but there's so much of the stuff that I don't think anyone really knows how much we have beneath our feet. It's a lot more than officially tallied, because the reserves just get bigger every year.

Let's look at the economics. The price of coal bituminous coal in the eastern U.S. is roughly \$60 per ton. The price of natural gas is about \$2.56 per thousand cubic feet. The price of oil is about \$100 per barrel. Six thousand cubic feet of gas is the energy equivalent of a barrel of oil. So about \$15 of natural gas gives you the oomph of a barrel of oil, which is why I yearn for a car conveniently fueled by natural gas.

But I digress. What about the cost of coal versus natural gas? As best I can determine, about 16,000 cubic feet of gas equals the energy from one ton of coal. So doing the math, you pay \$60 for the coal that can be replaced by natural gas costing \$41. Plus, you don't have to pay the huge cost of installing scrubbers. You are CEO of an electric utility. Which way would you go?

Ed Wolfe at Wolfe Trahan & Co., the transportation-research boutique on Wall Street, reports this week of two sizable losses of coal business by CSX and Norfolk Southern. Alpha Natural Resources will cut coal production by some 4 million tons a year, in large part due to utilities switching from coal to gas. Wolfe estimates that CSX handles 75 percent of this coal, and this amounts to almost 2 percent of CSX coal volume.

Meanwhile, says Wolfe, Patriot Coal is also cutting production of metallurgical coal, due to weak export demand. Again, CSX is the major railroad moving Patriot's output, and Wolfe estimates this will reduce CSX coal volume by another 1.4 percent.

Finally, looking at the short term, a very mild winter is further depressing coal demand.

These aren't huge hits. But the hits, small as they are, keep on coming. On the west coast, BNSF is moving about two trainloads a day of Powder River Basin coal to export terminals in Roberts Bank (Vancouver) and Prince Rupert, B.C., and new export terminals have been announced in Bellingham and Longview, Wash. The opposition from environmentalists to both terminals is so furious (and illogical, sometimes) that you have to question whether either will ever open for business.

Bottom line is this: If you're running an eastern railroad, it sure pays to be looking for new sources of business to replace the coal traffic that is leaking away. Norfolk Southern is trying to do this on the Crescent Corridor between Memphis and New Jersey, one of the most heavily-trafficked track corridors anywhere, so crowded the trucking companies are begging NS for competitive service. I wonder what CSX has up its sleeve?

Amtrak Begins Acela Express Overhauls

February 10, 2012

Amtrak has started to overhaul the first of 20 Acela Express train sets, built by Bombardier and which went into service in 2000. 36 employees have been assigned to the task, working on the power cars at the Wilmington, DE, locomotive shop and the coaches at the Bear, DE, car shop. The entire fleet should be cycled through the program over the next three years.

Study: Georgia Needs Billions To Unclog Rail System

Published: February 17, 2012

ATLANTA – The Georgia Department of Transportation this week released a report that said the state needs to spend \$18 billion to \$20 billion in rail, highway, port, and air cargo improvements to take advantage of its status as a freight hub. In 2007, Georgia generated more than 741 million tons of freight. By 2050, that's expected to increase 54 percent to 1.1 billion tons.

The department's Office of Planning presented the results of a two-year study calling for a series of projects to unclog highway and rail bottlenecks across Georgia. Among the study's suggestions were to expand rail capacity by installing more double track and sidings. In Georgia, 95 percent of all main lines are single track. Among the most congested areas are Howell Junction in Atlanta, where five lines intersect; Norfolk Southern's Savannah Subdivision between Macon and Savannah, including the Macon Terminal area; and CSX's Nahunta Subdivision between Waycross, Ga., and Jacksonville, Fla.; the A-Line between Savannah and Florida; and the "Bowline" between Montgomery, Ala., and Waycross.

The recommended rail improvements would cost \$4 billion to \$6 billion. The report said the challenge would be finding money to pay for the projects. The department predicted that building the various projects would generate \$65.7 billion to \$72.3 billion in benefits, including additional tax revenue, increased gross state product, and savings in transportation costs.

Drunk Teenager Drives Onto CSX Bridge, Gets Stuck

Published: February 17, 2012

HAMILTON, Ohio — An intoxicated 19-year-old and his friend had to be rescued after he drove his pickup onto CSX's bridge over the Great Miami River, the Cincinnati Enquirer has reported. Tyler Hulse of Fairfield, Ohio, and his friend, Roger Nichols, also 19, were arrested after rescue workers helped them to safety.

The bridge carries CSX's Indianapolis-Cincinnati main line, and an Amtrak Cardinal suffered delays as a result of the incident.

Police found the men's pickup stuck on the bridge deck, dangling precariously off the bridge and Hulse trying to push it free. Officers ordered him to stop for his own safety, and contacted CSX. Fire crews used a large aerial ladder to bring the two to safety.

According to a police report, Hulse admitted he “**must have made a wrong turn.**”

Museum Move Ahead

Published: February 14, 2012

OAK RIDGE, Tenn. – Plans for the \$1 million Southern Appalachia Railway Museum got the go-ahead Tuesday last week, the Knoxville News Sentinel has reported. Members of the Community Reuse Organization of East Tennessee, a nonprofit group which is working to find new uses for the Department of Energy properties at the nuclear site in Oak Ridge, is contributing \$300,000 to help fund the museum project.

The museum would be moved to a tract just inside what is known as K25, a former uranium enrichment site used during World War II by the famed Manhattan Project, the project to build an atomic bomb. The site is undergoing cleanup and conversion into an industrial park.

The museum will build a 1940s-style train station that will mesh with plans for a K25 historical area. For several years, the museum's “Secret City Excursion Train” has traveled through the former K25 site on the start of a 14-mile round trip into Roane County's rural Blair community. Last year, more than 5,000 people rode the train.

In 2001, a \$480,000 federal pass-through grant to the state was awarded to underwrite the planned museum and depot. A security crackdown at that time imposed a ban on trips, but was later lifted. Since then, fundraising efforts to match the grant have lagged. Now members are on a hurry-up schedule for the depot. To meet the state requirements for the pass-through grant, work on the depot will have to start by the end of the year. The museum hopes that with the new building ridership will grow.

Amtrak Releases Revised Specs for Bi-level Equipment

February 16th, 2012

Amtrak has released the revised specification for bi-level passenger equipment under the Passenger Rail Investment and Improvement Act of 2008. The nearly 600-page document includes floor plans for all three variations (coach, control cab/baggage, and cafe/lounge). The cars will be capable of 125-m.p.h. operation and are intended for use in California and on Midwestern routes radiating from Chicago.

Norfolk Southern To Debut Heritage Fleet

Published: February 16, 2012

NORFOLK, VA. – Norfolk Southern is honoring its predecessor railroads during 2012, its 30th anniversary year, by painting 18 new locomotives in commemorative schemes that reflect the heritage of those predecessors.

Since the 1820s, hundreds of railroad companies were built, merged, reorganized, and consolidated into what eventually became Norfolk Southern, itself created from the consolidation of Southern Railway and Norfolk and Western Railway in 1982. In 1999, Norfolk Southern expanded the scope of its heritage with its acquisition of a portion of Conrail. The heritage locomotives will represent most of the railroads that played significant roles in Norfolk Southern's history. The first units will be delivered in March, and all units are expected to be riding the rails by June 1, Norfolk Southern's 30th anniversary date.

“The heritage locomotives reflect the pride we take in our long and colorful history,” said Norfolk Southern CEO Wick Moorman. “As they travel through our system, these state-of-the-art units in vintage livery will serve as reminders to our customers, employees, and communities that the modern rail network that keeps America competitive today and into the future has deep roots in the nation's past.”

Each paint scheme will be modified to fit contemporary locomotives while staying as true as possible to the original designs. Norfolk Southern employees in Altoona, Pa., and Chattanooga, Tenn., will paint GE ES44AC locomotives, while the EMD SD70ACe units will be painted at Progress Rail Services' facility in Muncie, Ind. The heritage locomotives will be used to haul freight across Norfolk Southern's 20,000-mile, 22-state network.

The predecessor companies to be represented are listed below. In parentheses are the respective roads each became part of (NW=Norfolk & Western, SR=Southern, CR=Conrail) and the make of locomotives to be painted. Images of the color schemes are available on [Norfolk Southern's web site](#).

Central of Georgia Railway (SR, GE) was formed in 1833 to connect Macon, Ga., with Savannah, completing a rail link between Chattanooga and the port. It was famed for two passenger trains named after prize-winning race horses, the Nancy Hanks and the Man O' War.

Central Railroad of New Jersey (CR, EMD) was the first American railroad to have its employees wear uniforms, and in 1892 one of its locomotives set a world speed record of 105 mph.

Conrail (GE) was created by the U.S. government in 1976 from the bankrupt Penn Central, Lehigh & Hudson River, Erie Lackawanna, Central Railroad of New Jersey, Lehigh Valley, Reading and Pennsylvania-Reading Seashore Lines, becoming the largest railroad at the time, with 34,000 route miles.

Delaware, Lackawanna and Western (CR, EMD) was created in 1849 to connect the rich anthracite coalfields of the Lackawanna Valley of Pennsylvania to northern New Jersey. A hurricane in 1955 knocked the railroad out of operation for a month, with the resulting financial difficulties forcing it to merge with the Erie Railroad in 1960 to form the Erie Lackawanna Railroad.

Erie Railroad (CR, EMD) was key to economic development along the Southern Tier, which includes Binghamton and Elmira, N.Y. In 1851, Secretary of State Daniel Webster was strapped to a rocking chair on an open flatcar, wrapped in a blanket and clutching a bottle of rum, so he could ride the just-completed railroad.

Illinois Terminal Railroad (NW, EMD) began life as the Illinois Traction System in 1896 as an interurban electric railroad in central and southern Illinois. Hit by the Great Depression, it was reorganized as the Illinois Terminal in 1937 and attempted to survive as a passenger railroad until relinquishing that business in 1956, when it was acquired by a consortium of railroads. It was operated as a freight railroad until acquired by NW in 1982.

Interstate Railroad (SR, GE) was incorporated in 1896 to serve southwestern Virginia coalfields. Despite its name, it operated entirely within Virginia. It was acquired by Southern in 1961.

Lehigh Valley Railroad (CR, GE) was built to haul coal, replacing water transport down the Lehigh River, and was also known as the Route of the Black Diamond.

New York Central Railroad (CR, EMD) was organized from 10 roads paralleling the Erie Canal between Albany and Buffalo, N.Y., and became known as the "Water Level Route." Today, the former NYC line between Cleveland and Chicago is the busiest on the NS system, with more than 100 freight trains daily.

New York, Chicago and St. Louis Railroad (NW, GE) was commonly referred to as the **Nickel Plate Road**, a moniker it acquired when the *Norwalk* (Ohio) *Chronicle* referred to it in 1881 as "the great New York and St. Louis double track, nickel plated railroad," supposedly indicative of its solid financial backing.

Norfolk Southern Railway (SR, EMD) (not to be confused with today's Norfolk Southern) was a line serving southeast Virginia and northeast North Carolina, chartered in 1883 and acquired by Southern Railway in 1974.

Norfolk & Western Railway (GE) originated as City Point Railroad, a 9-mile road between Petersburg and City Point, Va., in 1836. Following numerous mergers and acquisitions, it became the Norfolk & Western in 1881.

Pennsylvania Railroad (CR, GE), incorporated in 1846, billed itself as the "Standard Railroad of the World" and was for many years the largest American railroad by tonnage and revenues. PRR opened the Horseshoe Curve railroad engineering marvel; carried President Lincoln to his inauguration; implemented the "line and staff" organizational structure used by business today; built Pennsylvania Station in Manhattan; and electrified the route between New York and Washington, among its many achievements.

Reading Company (CR, EMD) was one of the first railroads built in America, and built its fortune hauling coal. It featured the first iron railroad bridge in America.

Savannah & Atlanta Railway (SR, EMD), began life as the Brinson Railway in 1906, slowly expanding from Savannah toward the Northwest. It was consolidated with other small railroads to become the Savannah & Atlanta in 1917. Central of Georgia bought the S&A in 1951.

Southern Railway (GE) originated as the South Carolina Canal and Rail Road Company in 1827. It put into service the nation's first regularly scheduled steam passenger service on Christmas Day, 1830, with the locomotive "The Best Friend of Charleston." The Southern was incorporated in 1894 from the reorganization and consolidation of numerous predecessors and absorbed another 68 railroad companies over the next six years.

Virginian Railway (NW, EMD) was the only railroad created through the capital and credit of one man, oil magnate Henry Huttleston Rogers. After building a short line, the Deepwater Railway, to haul coal out of West Virginia and then being blocked by the bigger railroads, he created another railroad, the Tidewater Railway, to reach Norfolk, Va., then combined the two into the Virginian in 1907. It was acquired by N&W in 1959.

Wabash Railroad (NW, EMD) was formed in 1877 and served the mid-central U.S. It was acquired by the Pennsylvania Railroad in 1927 and leased to Norfolk & Western in 1960. In 1991, N&W, by then part of Norfolk Southern, purchased the Wabash outright. Made famous by the 1904 song "Wabash Cannonball," there was in fact no such train by that name until 1949.

Norfolk Southern Corporation is one of the nation's premier transportation companies. Its Norfolk Southern Railway subsidiary operates approximately 20,000 route miles in 22 states and the District of Columbia, serves every major container port in the eastern United States, and provides efficient connections to other rail carriers. Norfolk Southern operates the most extensive intermodal network in the East and is a major transporter of coal and industrial products.

Amtrak's New 110-MPH Midwest Running Is Just The Beginning

Published: February 15, 2012

CHICAGO — "Today is a great day in Michigan history," said Kirk Steudle as he watched the world flash by at 110 mph from aboard an Amtrak train. Steudle, the director of the Michigan Department of Transportation, had anticipated this day for years, as had many aboard the special six-car train Amtrak ran today between Chicago and Kalamazoo, Mich., for officials, politicians, advocates, and the technicians who helped make it possible.

Beginning Feb. 7, Amtrak's three daily Chicago-Detroit-Pontiac, Mich., *Wolverine Service* trains and the daily *Blue Water* between Chicago and Port Huron, Mich., began running at 110 mph between Kalamazoo and Porter, Ind. It's the first route outside the Northeast where American passenger trains can run that fast.

Amtrak owns this part of the Michigan Corridor — 97 miles in all, representing about a third of the total 304-mile Chicago-Pontiac route. Trains can run at 110 mph across four segments totaling 80 miles of the 97-mile Amtrak-owned trackage. By 2015, the state expects to have another 135 miles of the route running at 110 mph, between Kalamazoo and Dearborn, Mich. Combined with other improvements to the line planned for Illinois and Indiana, travel times between Chicago and Detroit will ultimately drop from today's 5 hours, 30 minutes to 3 hours, 45 minutes.

The current boost to 110 mph shaves just 10 minutes in running time. However, the importance of the 110-mph speed, right now, is that a tangible future for faster U.S. passenger service has finally arrived. The trains operate under a positive train control system built by GE Transportation, and the project's completion was made possible with funding from President Obama's high speed rail grant money.

"This is just the beginning," said Joseph Szabo, the Federal Railroad Administrator. Szabo said work is under way to boost speeds on the Chicago-St. Louis line to 110 mph as well, using federal high speed rail grant money. "This is the first step in a build-out of a great system in the Midwest," he said. "In the next three years you'll see 80 percent of the Chicago-Detroit line and 80 percent of Chicago-St. Louis at speeds of 110 mph."

After five years of testing the positive train control system, Amtrak began running trains at 90 mph in revenue service on about 45 miles of its Michigan corridor in 2002, then ramped up to 95 mph in September 2005, and expanded the fast segment to 65 miles. The railroad spent \$25 million in 2010 to add GE's Incremental Train Control System collision-avoidance technology across the entire 97-mile Amtrak-owned portion, paving the way for sustained 110-mph operation.

Michigan's Steudle said this incremental approach was the right way to go. "Economic development is huge along this corridor. A 200-mph bullet train would have meant you're going to bypass all of these communities and there's no way they could benefit. This makes more sense for us." The state expects to complete its purchase of the Kalamazoo-Dearborn, Mich., portion of the corridor from Norfolk Southern by the middle of this year, which will pave the way for track and signal upgrades east of Kalamazoo.

"The story here today is about so much more than these 97 miles," Szabo said.

Electro-Motive Builds First Domestic Use Locomotive In 20 Years At Muncie

Published: February 13, 2012

LA GRANGE, Ill. — Electro-Motive SD70ACe demonstrator 4223, released from Muncie, Ind., late last month, is the first locomotive built in the United States at an EMD plant for domestic use in almost 20 years. The one-unit order was shipped from Muncie to EMD's La Grange engine plant on Jan. 23, and follows several international orders that were constructed at Muncie since it opened its doors in 2011.

Prior to 4223's construction, the last EMD to be completed in the United States for domestic use was an order for Chicago commuter railroad Metra that was finished in December 1992.

With the closing of EMD's shop in London, Ont., this month, much of the workload will now fall to Muncie and EMD's other international facilities in Mexico and South America.

Trains Are Operating Again On P&N Corridor

Tuesday, February 21, 2012

The first train in more than 20 years operated on the North Carolina Department of Transportation's Piedmont & Northern Railroad corridor February 20, from Gastonia to Mount Holly, N.C. The train was operated by Patriot Rail, a freight shortline and regional railroad company based in Boca Raton, Fla., under a lease that has been signed with that company.

After a joint inspection of the track by NCDOT and Patriot Rail earlier in the day, the rail corridor was officially turned over to Patriot Rail for future inspection, maintenance, marketing and operation of trains to provide rail service to customers. Under terms of the lease, Patriot Rail also will provide property rental, revenue sharing and return-on-upgrade-investment payments to NCDOT.

Train traffic on the P&N corridor is expected to aid in a more efficient transportation of goods and services to and from the area, as well as expand job creation. One customer has been secured and several others are in discussions with Patriot Rail to locate on the line.

Operation of the first train follows a number of track upgrades, new track construction, bridge repairs and crossing safety improvements that were pursued with federal, state and local funding.

A lease was signed with Patriot Rail to operate the rail line after a competitive bidding and selection process. They will operate the rail line as the Piedmont & Northern Railway (PNRW).

Operation Lifesaver 2011 Annual Report Highlights Rail Safety Education Efforts

WASHINGTON, DC, March 1, 2012

During 2011, rail safety education nonprofit Operation Lifesaver launched the ProDriver Challenge (a videogame-style online program to train professional truck drivers), used social media and QR codes (interactive bar codes readable by smart phones) to promote its "Bad Move" pedestrian safety public service announcement, and held a leadership summit for its state program directors. These and other accomplishments are outlined in the organization's 2011 Annual Report released today, according to President Helen Sramek.

"As Operation Lifesaver celebrates its 40th anniversary, we stand tall because of the tremendous work that has been achieved over four decades. State programs, volunteers and partners all share in these achievements," Sramek says in the report.

She notes that the organization is reviewing all of its activities to find more efficient ways to deliver its rail safety message to more Americans.

"Our challenge," Sramek said, "is to successfully combine our traditional presenter-based safety education methods with interactive, Internet-based training and materials, leveraging social media, our website, and other communications channels."

View and download the 2011 Operation Lifesaver annual report here: <http://bit.ly/vZofBb>

Operation Lifesaver (www.oli.org) is a national, non-profit safety education group whose goal is to eliminate deaths and injuries at railroad crossings and along railroad rights of way. It has programs in all 50 states with trained and certified presenters who provide free talks to raise the public's safety awareness around tracks and trains.

Copper Thieves Strike Connecticut Trolley Museum

Published: February 21, 2012

EAST WINDSOR, Conn. – Three trolley cars at the Connecticut Trolley Museum were stripped of brass and copper parts last week, causing thousands of dollars in damage. The vandalism was discovered Feb. 18.

According to an email from the museum, thieves were able to peel back a section of the metal siding on a car barn to gain access. Once inside, they used crowbars to pry brass pieces off the ceilings, windows, and exterior of three wooden cars, causing extensive damage to the woodwork. Wiring was cut and some of the control gear was stripped out of the cars. The three cars that were stripped include Connecticut Co. passenger car No. 1326, Connecticut Co. open car No. 840 (the last open car to operate in revenue service in the U.S.), and Centerville, Albia & Southern freight motor No. 101, which the museum acquired in 2009. All three will require extensive work before they can be returned to operation. Parts were missing from a fourth car in the barn that was already partially disassembled.

The museum was vandalized in 2011, but the damage discovered Feb. 18 was more extensive.

TRAINS Authors To Participate In North Carolina Passenger Train Forum

Published: February 22, 2012

GREENSBORO, N.C. — You're invited to join TRAINS magazine passenger correspondent Bob Johnston, TRAINS magazine Senior Editor Matt Van Hattem, and transportation officials from the state of North Carolina for a panel discussion on the future of the passenger train and the state of passenger rail in North Carolina.

The event will be held Saturday March 3, at the auditorium in the Greensboro Historical Museum (www.greensborohistory.org/), 130 Summit Ave. in Greensboro, seven blocks north of the Greensboro train station.

A panel discussion will take place at the museum from 11 a.m. to 12:30 p.m. The discussion, titled "North Carolina Passenger Rail: Past, Present, and Future," is being held to help raise awareness of North Carolina's successful involvement in rail transportation through its sponsorship of Amtrak's Piedmont service. It will also look at the efforts of other states around the country and assess what the future holds for the American passenger train.

The forum will then continue on board Amtrak's Piedmont trains, as panelists meet participants and field questions during a round trip from Greensboro to Charlotte on trains 75 (leaving Greensboro at 1:18 p.m.) and 76 (leaving Charlotte at 5:15 p.m.). Attendees will be traveling in a reserved car on the train, and will have an opportunity to sign in for the train ride prior to the morning panel discussion.

Also participating in the forum will be Paul Morris, North Carolina's deputy secretary for transit, and William Deal, executive director, tourism-recreation investment for the Davidson County Foundation. The discussion will be moderated by Jim Schlosser, a retired reporter from the Greensboro News & Record.

The event is open to the public, and is sponsored by the Greensboro Chapter of the National Railway Historical Society, the Greensboro Historical Museum, TRAINS magazine, and the North Carolina Department of Transportation.

Norfolk Southern Comes Out Against Carolina Commuter Plan

Published: February 22, 2012

CHARLOTTE, N.C. — Norfolk Southern Railway has come out against a plan to run commuter trains over its main line between Charlotte and Mount Mourne, N.C., the Mooresville (N.C.) Tribune has reported. The proposed commuter line would use a portion of NS's Charlotte-Barber, N.C., branch line, known as the "O Line."

Norfolk Southern's John Edwards said the "Red Line" plan "is fatally flawed and based upon assumptions about the projected freight use of the O Line that are no longer valid." He said the railroad is willing to discuss commuter trains on the line, provided the study "is based upon realistic operating, financial, and regulatory assumptions."

The North Carolina Department of Transportation has plugged the line as a way to ease the commute in the Interstate 77 corridor. It estimates a price tag of \$454 million. However, commissioners in Iredell County voted in January against supporting the line.

Daytona 500 Driver: "I Brake for Trains"

Published: February 22, 2012

DAYTONA BEACH, Fla. — This Sunday is the 54th running of the famed Daytona 500 auto race, but this year, one driver is carrying a new message for the millions who will be watching the race: "I Brake for Trains." The No. 78 Furniture Row Chevrolet driven by Regan Smith is partly sponsored by CSX. A bumper sticker on the car will carry the "I Brake for Trains" message.

The NASCAR racer climbed into the cab of a CSX locomotive last week in Jacksonville, Fla. "There have been so many deaths and accidents that are absolutely avoidable," Smith told the Florida Times-Union. "We can stop every single one of those accidents and make them go away."

CSX spokesman Gary Sease said men between the ages of 18 and 34 comprise the group most likely to be injured or killed at crossings. Sease said a lot of NASCAR fans fall into that category so CSX is hooking its safety campaign to Smith's car. He said CSX hopes other NASCAR drivers get a good view of the bumper sticker on Smith's car because they're behind him in upcoming races.

Caterpillar Reaches Deal To Close London Locomotive Plant

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LONDON, Ont. — Caterpillar has reached a deal to pay severance to the nearly 700 employees that it had previously employed at a London locomotive plant, Toronto's Globe & Mail has reported. The parent of Electro-Motive Diesel locked workers out of the plant Jan. 1, and later this year decided to close it.

Ninety-five percent of laid-off workers agreed to the package. Under it, those who've worked there will get three weeks of pay for each year served. After the deal, workers began disassembling picket lines.

"I'm relieved," said John Vandergulik, a quality auditor who'd worked at the plant for nearly 23 years. "Now a lot of the uncertainty is gone."

Caterpillar has moved work to plants in the U.S. and Mexico.