

THE FLATWHEEL

The Official Monthly Publication of the Central Florida
Railway Historical Society, Inc.



July 2013

July Meeting

Monday, July 8th at 7:00 PM

Central Florida RR Museum

101 S. Boyd St., Winter Garden, FL

Program: The Movie *Unstoppable* (Pt. 2)

By: Frank Milmore

Refreshments: Jerry & Ginger Honetor

August Meeting

Monday, August 12th at 7:00 PM

Central Florida RR Museum

101 S. Boyd St., Winter Garden, FL

Program: White Pass & Yukon RR Video

By: Clarence Hurt

Refreshments: Ken Murdock

Central Florida Railway Historical Society, Inc.

Central Florida RR Museum Host Duty Schedule — July 2013

DAY	DATE	HOURS	MUSEUM HOST
Saturday	7/6/13	1 P.M. – 5 P.M.	Jarrod Reynolds
Sunday	7/7/13	1 P.M. – 5 P.M.	Jim Benson
Saturday	7/13/13	1 P.M. – 5 P.M.	Frank Milmore
Sunday	7/14/13	1 P.M. – 5 P.M.	Richard Bazzo
Saturday	7/20/13	1 P.M. – 5 P.M.	Irv Lipscomb
Sunday	7/21/13	1 P.M. – 5 P.M.	Jerry & Ginger Honetor
Saturday	7/27/13	1 P.M. – 5 P.M.	Phil Baker
Sunday	7/28/13	1 P.M. – 5 P.M.	Gary Dettman
Saturday	N/A	1 P.M. – 5 P.M.	N/A
Sunday	N/A	1 P.M. – 5 P.M.	N/A

July Museum Work Session

Saturday, July 13, 2013

8:30 AM to 3:30 PM

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

Dates To Remember

October 4-6 — Annual Music Fest Event in downtown Winter Garden. The CFRR Museum will be open during most show hours all 3 days. There will be displays in the Museum by the LEGO group and telegraphers group.

November 23, 2013 — Winter Garden, FL — The 100th Anniversary Celebration for the Tavares & Gulf Railroad's Depot. The CFRR Museum will be open from 10:00 AM to 5:00 PM with special displays all day. The recognition ceremony begins at 2:00 PM.

December 7, 2013 — The CFRHS Annual Meeting is scheduled to be held at the 801 City Grille, Corner of Eighth & Montrose Streets in downtown Clermont, beginning with a social hour at 6 PM, followed by dinner at 7 PM and installation of the 2014 officers at 8 PM. There will not be any program. Entertainment will be Armando Valesquez on the piano.

July Birthdays

Renda Mackey 7/4
Sharon Lamb 7/5
Patrick Smith 7/10
Don Andrus 7/16
Chuck Hanus 7/22
Richard Bazzo 7/24
Chuck Ansell 7/25

Al Pfeiffer's Photo Corner

This feature focuses on photos taken by former Society Friend 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 #384 Southbound at Longwood FL. 9/10/11



Amtrak #56 Southbound With Train #91, the Silver Star, at Longwood FL. 9/10/11



FEC #105 Southbound at MP 114 in South Daytona FL.

This Is The Way It Was

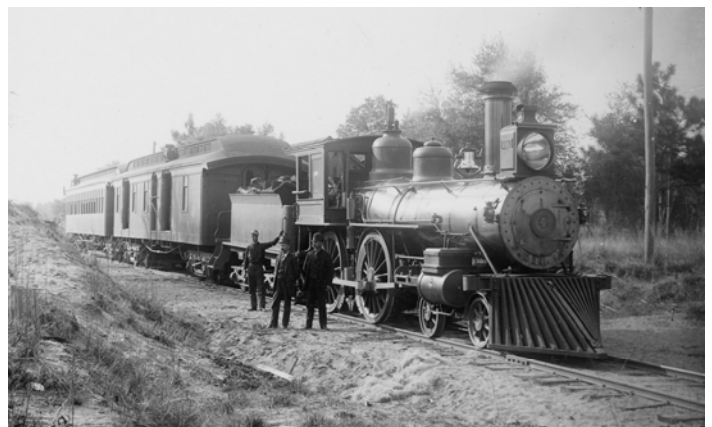
This monthly photo column by Ken Murdock features rail-road scenes of the past, a look back into railroading's history.



Louisville & Nashville class J-3, 2-8-2 #1507, a 1919 Lima Product, is found at the Pensacola roundhouse with a fully loaded tender in this 1950 scene, ready to move to Goulding Yard to pick up its train. Retirement began for this class in 1951. - Florida State Archives



SAL RY class L-4, 4-6-0 #785, a 1907 product of Baldwin with inclined valve chests, has made a stop in Lake City on March 3, 1915 with west bound local #50. This locomotive was retired in 1923, but some of its sisters lasted into the late 1940s. - Donated by L. A. Bailey



Jacksonville, Tampa & Key West 4-4-0 #4, an 1884 Baldwin product, has made a stop for photographers at an unknown location in 1885. The first car is baggage, mail and express, having 3 side doors and a hook on the center door to catch mail bags on the fly. - CFRHS

Upcoming Events

July 8, 2013 — Winter Garden, FL — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

July 13, 2013, DeLand, FL — Florida Rail Fair Model Train & Railroad Artifacts Show & Sale, Lawrence Arena, Volusia County Fairgrounds, 9 to 4. Details: Charlie Miller, (703) 536-2954 or rrshows@aol.com, www.gserr.com/.

July 14-20 2013 — National Model Railroad Association's National Convention in Atlanta GA . More information at nmra2013.org.

August 12, 2013 — Winter Garden, FL — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

August 17-18, 2013 — The Villages, FL — The Villages Summer Train Expo, at the Savannah Center, 9 am – 4 pm Saturday, 10 am – 3 pm Sunday. Contact: Alan Goldberg, 352-205-4322, amgold15@hotmail.com, Website: <http://villagerailclubs.blogspot.com>.

September 9, 2013 — Winter Garden, FL — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

October 5, 2013, DeLand, FL — Florida Rail Fair Model Train & Railroad Artifacts Show & Sale, Lawrence Arena, Volusia County Fairgrounds, 9 to 4. Details: Charlie Miller, (703) 536-2954 or rrshows@aol.com, www.gserr.com/.

October 9-13, 2013 — The Friends of the Railroad Museum of Pennsylvania is hosting a Catskills & Saratoga Springs Ramble to New York State during the colorful, fall foliage season are train rides on the Rip Van Winkle Dinner Train of the Delaware & Ulster Railroad, Catskill Railroad, Saratoga & North Creek Railway and Cooperstown & Charlotte Valley Railroad, as well as two trolley rides. Also featured are visits to the Kingston, New York Trolley Museum, Empire State Railway Museum, National Museum of Racing & Hall of Fame in Saratoga Springs, Train Station Museum, Adirondack Museum, Baseball Hall of Fame in Cooperstown, Electric City Trolley Museum and Steamtown National Historic Site. Four nights' hotel accommodations, four breakfasts, four lunches and five dinners are included. Register at <http://www.rmmuseumpa.org/membership/rambles/Catskills-Saratoga-Springs-Ramble-2013.pdf>.

October 4-6, 2013 — Annual Music Fest Event in downtown Winter Garden. The CFRR Museum will be open during most show hours all 3 days. There will displays in the Museum by the LEGO group and telegraphers group.

October 12-13, 2013 — Sunshine Region NMRA's Florida Railroad Expo, Bradenton Area Convention Center, 1 Haben Blvd., Palmetto, FL, 10 am—4 pm Saturday and 10 am to 3 pm Sunday, Admission \$6. More info: e-mail SunshineRegionTrainShows@SunshineRegion.org.

October 14, 2013 — Winter Garden, FL — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

November 11, 2013 — Winter Garden, FL — Monthly Meeting of the Central Florida Railway Historical Society at 7:00 PM in the Central Florida Railroad Museum, 101 South Boyd Street.

November 23, 2013 — Winter Garden, FL — The 100th Anniversary Celebration for the Tavares & Gulf Railroad's Depot. The CFRR Museum will be open from 10:00 AM to 5:00 PM with special displays all day. The recognition ceremony begins at 2:00 PM.

December 7, 2013 — The CFRHS's Annual Meeting – Scheduled to be held at the 801 City Grille, Corner of Eighth & Montrose Streets in downtown Clermont, beginning with a social hour at 6 PM, followed by dinner at 7 PM and installation of the 2014 officers at 8 PM. There will not be any program. Entertainment will be Armando Valesquez on the piano.

June 2013 Museum Report

By Ken Murdock, Museum Curator

As you recall, we held the June museum workday on June 8th, the Saturday before our regular meeting, due to several conflicts on Saturdays following the regular meeting. We had a light turnout with five members participating, but as usual, we accomplished a lot.

Phil Cross was there bright and early taking care of outside weeding and picking up trash before moving inside to take care of housekeeping chores which included mopping, vacuuming and cleaning the rest room. Jerrod Reynolds worked some more on the HO model railroad layout, trying to get the upper track operating again. He found a dead section of track and we plan to run a jumper wire to it at the next workday. I will have to bring my soldering iron and electrical wire for this little project.

Jerrod then helped Allen Quinn to finish trouble shooting the Plant City signal and they had all aspects showing red when the timer was in the manual mode. However, as many of you may have observed, the signal wasn't working after the last meeting, so the problem has to be with the timer; either the time isn't set correctly or it's not working at all. We will get the problem resolved! It will be good to see it working again when we come to our regular meetings. After the signal project, Allen got back to sandblasting the caboose stove, which is nearing completion and looking very good. Jerrod worked with our photo collection, stamping Dick Kearns' name on the back of each photo that Dick donated to our photo archives. Dick was a CFCNRHS member and Flat Wheel editor many years ago, but moved to New York due to a job change. He is now retired and living in Sun City, SC.

Jerry Honetor was there plugging away on the Library inventory. He and Roger Wilson have finished all of our books and are working on periodicals. They are also going back and tweaking some of their early entries, improving them with things learned as they gained experience with the inventory system. I found a very dirty air supply duct in the library A/C unit after removing the front cover to check the filter. I took the front cover outside and cleaned it under the water faucet and Phil cleaned the supply duct inside the unit. Phil and I then settled down to some computer work. Phil worked on photos that we recently scanned from the Sanborn collection at the Lakeland Public Library. I worked on the Past Perfect inventory system, importing photos of each item taken earlier by Irv Lipscomb.

Allen had to leave before lunch but the rest of us had a good lunch and fellowship at Harry & Larry's Barbeque before wrapping up about 3:30. Frank Milmore had hosting duties and the flow of visitors was quite steady. Thanks to each of you for making this another successful museum workday!!

Work continued during the month with one Wednesday and one Thursday museum workdays where Jerry Honetor and I pressed ahead on inventory of the artifacts and library collections. Inventory of the T&G Room is about 90% complete. Phil and I also went back to the Lakeland Public Library on a Friday to continue scanning the railroad photo collection of the Sanborn brothers. Their photos are from the 40s, 50s and 60s, primarily in Florida and Georgia, but a few in the Carolinas. Except for the Lakeland area, their collection's main focus seems to be short lines, many which never merged into larger systems and no longer exist today. These photos will make some great future programs.

Our inventory workday was switched to Thursday so as to be at the museum on a day when our new window shades could be installed. They have been installed and really look great! Check them out at the July meeting.

Central Florida Railway Historical Society, Inc.
Quarterly Board Meeting
Central Florida RR Museum
June 1, 2013

Call to Order – Phil Cross opened the meeting at 8:35 am. Board members present were Phil Cross, Bill Dusenbury, Jerry Honetor, Clarence Hurt, Irv Lipscomb, Joe Lehmann, Frank Milmore, Ken Murdock, David Rhea, and Les Westlake. Members present were Lloyd Brown, Ginger Honetor, Jarrod Reynolds, and Bob Woodbery.

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

The Central Florida Railway Historical Society, Inc. – Phil Cross

- Society 2013 Budget Update – Frank Milmore reported that the 100th year anniversary moved to the 2013 budget from planned 2014 budget and a budget will need to be established for the event.
- Society Membership Report
 - ◇ Society Members = 35
 - ◇ Society Century Members = 8
 - ◇ Society Family Members = 13
 - ◇ Society Friends = 8
 - ◇ Corporate Members = 1
 - ◇ **Total Members = 65**
- Membership Activities
 - ◇ Possible Displays at Local RR Shows and Downtown Events in Winter Garden.
 - ◆ July 13, 2013, DeLand, FL — Florida Rail Fair Model Train & Railroad Artifacts Show & Sale, Lawrence Arena, Volusia County Fairgrounds, 9 to 4.
 - ◆ August 17-18, 2013 — The Villages, FL — The Villages Summer Train Expo, at the Savannah Center, 9 am – 4 pm Saturday, 10 am – 3 pm Sunday.
 - ◆ October 5, 2013, DeLand, FL — Florida Rail Fair Model Train & Railroad Artifacts Show & Sale, Lawrence Arena, Volusia County Fairgrounds, 9 to 4.
 - ◆ October 11-13, 2013 — Annual Music Fest Event in downtown Winter Garden.
 - ◆ October 25-27, 2013 – Ridge Live Steamers http://www.ridgelivesteamers.org/new_schedule.htm
 - ◆ November 23-24, 2013 – Annual Winter Garden Merchants' Association Downtown Art Festival – The 100th anniversary of the train depot will be held on November 23rd.
 - ◇ GFLUG and Morse Telegraph Club – Both groups will participate in the 100th anniversary event.
 - ◇ Distribution of Brochures
 - ◆ A discussion on the distribution of Museum/Society brochures was held. Phil Cross recommended Irv Lipscomb purchase 6 brochure holders to be placed at appropriate locations.
 - ◆ Members are encouraged to take brochures to locations such as campgrounds, city hall, and hobby shops. This will increase awareness of the Museum and the Society
- Society Field Trips & Other Activities for 2013:
 - ◇ A trip to Colorado to ride the Cumbres & Toltec Scenic RR, the Durango & Silverton RR & the Rio Grande Scenic RR. Roger Wilson & Phil Cross are the coordinators. To be scheduled in late summer/early fall of 2013. Currently working with a travel agent to make arrangements.
 - ◇ A field trip to the Folkston Funnel – Bill Dusenbury is the coordinator. Fall of 2013.
 - ◇ A tour of the Florida Central Railroad – Bill Dusenbury is the coordinator.
 - ◇ An Amtrak trip – Irv Lipscomb is looking into a trip to Pigeon Key and the Gold Coast museum. Possible date of winter 2014.
 - ◇ A field trip to Green Cove Springs, FL/Bostwick, FL – Phil Cross contacting Jim Garner to work on a possible date (potentially fall, winter or spring). This would include North Florida Railroad Museum, Clay County Historical Museum, and the North Florida Live Steamers and their West Toccoi & Bostwick Railroad.
- Review of Membership List (Members & Supporters) – Inactive members who have not renewed their membership were removed from the roster. Some people who participate but have not renewed their membership or joined as new members were retained on the Supporter e-mail list.

- **Museum – Ken Murdock**
 - ◇ Past Perfect Database Update – The meeting room and the front room are finished. The team is working in the T & G room with two showcases remaining to finish that room. This is about one more day of work. The Dispatcher office still needs to be completed as well as to inventory the backroom and the items at the Lakeville School.
 - ◇ Scanning of the Harold (Hal) Sanborn Photo Collection at the Lakeland Library –
 - ◇ There will be at least one more trip required to Lakeland to finish the scanning.
 - ◇ Library Committee Update – The Library Committee continues to work on cataloging the library. Jerry Honetor reported that he and Roger Wilson are working on the periodicals. All library books have been inventoried.
 - ◇ Technology Committee Update – Joe Lehmann gave the update. The committee is working on the purchase of a PA system for the meeting room.
 - ◇ Website Committee Update – Joe Lehmann provided an update. The committee is working on completing two pages still under construction (Railroad History and Photo Gallery).
 - ◇ At the last workday, a price was secured from Verticals Unlimited in Ocoee for new window shades and they were ordered.
 - ◇ Recent Donation – A Seaboard locomotive photo from the early 1900's was donated by a friend of Warren McFarland. It will be in the next Flatwheel.
 - ◇ Computer Security – Joe Lehmann is looking to get a domain controller (server) to control security.
 - ◇ The society is still looking for an assistant museum curator. If anyone is interested, please contact Ken Murdock or Phil Cross
- **Other items:**
 - ◇ A motion was made by Irv Lipscomb and seconded by Bill Dusenbury to donate a pair of marker lights to TE & G Railroad which have currently been on loan from the Society, in appreciation of all that Neil Bagaus has done for the Society. The motion passed unanimously.
 - ◇ A motion was made by Irv Lipscomb and seconded by Bill Dusenbury to obtain a good print of the original Tavares StJ&LE station or a four photo collage to give to Neil Bagaus for the new Tavares station. This would be mounted and framed with a plaque indicating it was donated by the Society.
 - ◇ A suggestion was made to E-bay or auction surplus items.
 - ◇ The board approved the idea to have a dollar box for small items to be sold at train shows.

2013 Annual Meeting – Jerry Honetor

Scheduled for Saturday, December 7th, 801 City Grille, Corner of Eighth & Montrose Streets in downtown Clermont, beginning with a social hour at 6 PM, followed by dinner at 7 PM and installation of the 2014 officers at 8 PM. There will not be any program. Entertainment will be Armando Valesquez on the piano.

100th Birthday Celebration for the former T&G Depot in Winter Garden – Irv Lipscomb

- ◇ Saturday, November 23rd, 10:00 AM to 5:00 PM; Recognition Ceremony at 2:00 PM.
- ◇ Ceremony with Mayor, City Commissioners, City Manager and President and Executive Director of the WFHF.
- ◇ Address Museum Highlights (brief presentation) – Ken Murdock and Phil Cross to handle.
- ◇ Birthday Cake – Phil Cross to contact Sharon Joiner.
- ◇ Large format T&G photo display (WG) – Ken Murdock and Phil Cross to coordinate with Todd Nichols.
- ◇ Lego Display – Phil Cross confirmed with GFLUG for both days.
- ◇ Joy Dickinson article the Sunday before the event – Irv Lipscomb to coordinate.
- ◇ T&G DVD playing during the event.
- ◇ Dan Crusie depot painting on display and copies for sale.
- ◇ Unveiling of the bronze plaque at the 2 PM ceremony - A discussion was held about wording for the plaque and the cost. Funding has not been arranged for the plaque. The board viewed the existing plaques on the Pounds building and the Cappleman building on the way to lunch.
- ◇ Promote event on TV and in newspapers – Irv Lipscomb to coordinate with the various media.
- ◇ Have FCRR bring a locomotive and the Sam Pinsly for display beside the depot – Phil Cross to coordinate with Bill Dusenbury.
- ◇ Have computers with train simulators available for guests to operate – Ken Murdock confirmed there will be 2 simulators coordinated by Conner Murdock.
- ◇ Operating telegraph display – Ken Murdock confirmed with Warren McFarland for both days.
- ◇ Irv Lipscomb to contact the Merchant's Association.
- ◇ Have banner displayed – Jerry Honetor to arrange for banner.

- ◇ Displays to remain up for Sunday. Will plan to be open during show hours on Sunday – Probably 11 AM to 4:00 PM.
- ◇ Other Item – A motion was made by Irv Lipscomb and seconded by Jerry Honetor to donate 2 framed prints to Winter Garden Heritage Foundation and to Winter Garden City Hall with cost not to exceed \$100. Frank Milmore had concerns about the budget for the 100th Anniversary event. Ken Murdock had concerns about how they will display the prints. The motion to donate carried unanimously.

Expansion Plans for the Central Florida Railroad Museum – Ken Murdock & Phil Cross.

- ◇ Initial plans for the Roper Building have been prepared by Museum Curator Ken Murdock.
- ◇ The WGHF is currently in a building campaign for the construction of the new History & Education Center that will be attached to the east end of the Heritage Museum. The Foundation recently won a \$250,000 grant for the construction of the History & Education Center. Construction should start this summer.
- ◇ Planning for the expansion into the Roper Building is temporarily on hold and will resume once the schedule is firmed up for the construction of and the move into the new History & Education Center.
- ◇ Other items – Internet/server access will be arranged after the Heritage Foundation moves from the Roper Building.

FCRR, FMRR, FNRR and SunRail Update (Including FCRR Track Upgrade Update) – Bill Dusenbury.

- The 7031 locomotive was put in service for revenue service with a new paint job.
- Track upgrade is still planned with an uncertain start date.
- 3rd Powder River coal train went to Duke Energy at Crystal River.
- SunRail curfew is Friday 2100 to Monday morning with anew signal system in August.

Tourist train operations on the Florida Central Railroad – Bill Dusenbury

- Jarrod Reynolds reported that the steam engine left on May 24th and arrived in Reader, Arkansas on Friday, May 31st for maintenance.
- The open air car (formerly a gondola) is in operation, replacing the two passenger cars that have been leased and sent to Pennsylvania for passenger service with the *York*.

Items from attending board members:

- Jerry Honetor had questions about the sprinkler system. It is still not installed as per the agreement with the city. It was recommended that the sprinkler installation should wait until the Society moves into the Roper Building.

Items from Attending Members:

- Bob Woodbery suggested an Amtrak trip to Savannah, Georgia for a weekend. Several members discussed that arrival and departure times are generally not good for Savannah. Bob will look into this.

3rd Quarter 2013 Board Meeting – August 24, 2013 at 8:30 am.

Meeting Adjournment – The meeting was adjourned at 11:13 am. All in attendance walked down to the Pounds and Cappleman buildings to review their plaques.

**Central Florida Railway Historical Society, Inc.
 Combined Board & Regular Meeting
 Central Florida RR Museum
 June 10, 2013**

Call to Order – Jerry Honetor called the meeting to order at 7:00 pm. 24 people were present. Board members present included: Jerry Honetor, Clarence Hurt, Joe Lehmann, Frank Milmore, Ken Murdock, David Rhea, and Les Westlake. President Phil Cross was giving a program about railroading and logging operations in South lake County to the South Lake County Historical Society.

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

Recognition of Visitors – Chuck Ansell’s friend, Fred Miller attended. Phyllis Milmore was also present. Roberto and Lilyann Fernandez were in attendance to say good-bye to some good friends as they are moving to California.

Recognition of Members/Friends’ Concerns – Chuck Ansell announced that he had eye surgery. He now only has to wear reading glasses.

Approval of May 13, 2013 Combined Board & Regular Meeting Minutes – David Rhea made a motion to approve the minutes which was seconded by Frank Milmore. The minutes were approved unanimously.

May 2013 Treasurer's Report – David Rhea & Frank Milmore presented the treasurer's report. A copy is available to the membership upon request.

Vice President of Membership & Programs – Jerry Honetor

- Membership Report
 - ◇ Society Members = 35
 - ◇ Society Century Members = 8
 - ◇ Society Family Members = 13
 - ◇ Society Friends = 8
 - ◇ Corporate Members = 1
 - ◇ Total Members = 65
- Programs are scheduled until January 2014.
- Chapter Events and Field Trips for 2013:
 - ◇ A trip to Colorado to ride the Cumbres & Toltec Scenic RR, the Durango & Silverton RR & the Rio Grande Scenic RR. Roger Wilson & Phil Cross are the coordinators. To be scheduled in early fall of 2013. Currently working with a travel agent to make arrangements.
 - ◇ A field trip to the Folkston Funnel – Bill Dusenbury is the coordinator. Fall of 2013.
 - ◇ A tour of the Florida Central Railroad – Bill Dusenbury is the coordinator.
 - ◇ An Amtrak trip – To Miami and Pigeon Key and the Gold Coast Railroad Museum. Irv Lipscomb is the coordinator.
 - ◇ A field trip to Green Cove Springs, FL/Bostwick, FL. Need a coordinator. Phil Cross contacting Jim Garner to work on a possible date (this fall or winter or spring??).
- 2013 Annual Meeting – Saturday, December 7th at the 801 City Grille, corner of Eighth & Montrose Streets in downtown Clermont, beginning with a social hour at 6 PM, followed by dinner at 7 PM and installation of the 2014 officers at 8 PM. Entertainment will be provided by Armando Valesquez on the piano.

Museum Curator – Ken Murdock

- May 2013 CFRR Museum Report – 341 visitors for May and 3,661 visitors for 2013 to date. 199.75 volunteer hours donated by the membership during May and 1,162.25 hours donated for 2013 to date.
- Library Committee Update – The Library Committee continues to work on the cataloging of the books, periodicals and videos in the library.
- Technology Committee Update – The committee is working on the purchase of a PA system for the meeting room.
- Website Committee Update – The committee is working on completing the last two pages still under construction.
- June Museum Work Session was held on June 8th. Thanks to all of those who attended.
- Recent Acquisitions & Donations
 - ◇ A letter was sent to Neal Bagaus stating that the marker lights he currently has on loan from the Society have been donated to the tourist train operation.
 - ◇ A Seaboard locomotive photo from the early 1900's was donated by a friend of Warren McFarland.
 - ◇ A gift was made from the grandson of William Chance, station agent in Oviedo, FL, of telegrapher and railroad documents, active late 1920 thru 1940's.

Museum Host Schedule for July 2013 – Irv Lipscomb is coordinating the host schedule.

100th Birthday Celebration for the Former T&G Depot in Winter Garden –

- Saturday, November 23rd, 10:00 AM to 5:00 PM, Recognition Ceremony at 2:00 PM.
- Ceremony with Mayor, City Commissioners, City Manager and President and Executive Director of the WFHF.
- Address Museum Highlights (brief presentation) – Ken Murdock and Phil Cross to handle.
- Birthday Cake – Phil Cross to contact Sharon Joiner.
- Large format T&G photo display (WG) – Ken Murdock and Phil Cross to coordinate with Todd Nichols.
- Lego Display – Phil Cross confirmed with GFLUG for both days.
- Joy Dickinson article the Sunday before the event – Irv Lipscomb to coordinate.
- T&G DVD playing during the event.
- Dan Crusie depot painting on display and copies for sale.
- Unveiling of the bronze plaque at the 2 PM ceremony.

- Promote event on TV and in newspapers – Irv Lipscomb to coordinate with the various media.
- FCRR to bring a locomotive and the Sam Pinsky for display beside the depot – Phil Cross to coordinate with Bill Dusenbury.
- Computers with train simulators available for guests to operate – Ken Murdock confirmed there will be 2 simulators coordinated by Conner Murdock.
- Operating Telegraph Display – Ken Murdock confirmed with Warren McFarland for both days.
- Irv Lipscomb to contact the Merchant’s Association.
- Banner displayed – Jerry Honetor to arrange for banner.
- Displays to remain up for Sunday. Will plan to be open during show hours on Sunday – Probably 11 AM to 4:00 PM.

President’s Report – Jerry Honetor reported in the absence of Phil Cross.

Winter Garden Heritage Foundation Board of Directors – Activities for May focused on the Annual Golf Tournament and Golf Ball Drop on May 13th. The event was a great success.

October 11-13 — Annual Music Fest Event in downtown Winter Garden. The CFRR Museum will be open during most show hours all 3 days. There will be displays in the Museum by the LEGO group and telegraphers group.

FCRR, FMRR, FNRR & SunRail Update (Including FCRR Track Upgrade Update) – No report

Tourist Train Operations on the Florida Central RR – Mike Ryan, an employee of the railroad, reported that there is nothing new since the last meeting.

Items from the Board of Directors –

Frank Milmore reported that SunRail is having a status update at the Casselberry library on July 2nd at 6:30 pm.

Items from the Membership – None

Tonight’s Program: Part 1 – The movie *Unstoppable* shown by Frank Milmore

Tonight’s Refreshments provided by Lloyd & Sylvia Brown

Meeting Adjournment – The meeting was adjourned at 7:32 pm.

Thanks to Society Member Jarrod Reynolds for passing along the following photograph.

Thanks to Society Member Warren McFarland for passing along the following photograph.



Sister caboose to the Society’s Clinchfield Caboose #1073. Located near Spruce Pine, NC.



BRRRRR.....ICG Eng 8048 arriving at Ft Dodge, IA, after returning from a trip out west on the Cherokee District, March 3, 1979.

CFRHS Membership Statistics

Society Members	35
Society Century Members	8
Ward Britt	
Phil Cross	
Bill Dusenbury	
Chuck Hanus	
Jerry Honetor	
Frank Milmore	
Ken Murdock	
Jim Shoemaker	
Society Corporate Members	1
Andy Healy	
Society Friends	8
Society Family Members	13
Society Student Members	0
Total Members	65



Limited Edition Prints are now available at the Central Florida Railroad Museum. Numbered

and signed by the artist, Dan Crusie. \$25.00 each. Be sure to get yours soon!!

The Flatwheel is the official monthly publication of the Central Florida 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 Society.

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 Railway Historical Society, Inc..

The Central Florida Railway Historical Society, Inc. 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 Society should be mailed to:

Central Florida Railway Historical Society, Inc.
PO Box 770567
Winter Garden, FL 34777-0567

Or e-mailed to the Society at: info@cfrhs.org

Web page: www.cfrhs.org

Mission: The mission of the Central Florida Railway Historical Society, Inc. is to Promoting railway heritage and preservation; educating members and the public about rail transportation, its history and impact, with a focus on Central Florida.

Purpose: The purpose for which this Society is formed and the business or objects to be carried on and promoted by it are mainly historical, educational and not-for-profit. The more particular objects are:

- Preserve the historical materials of rail transportation of all kinds and issue publications relative to the subject.
- Acquire by donation, purchase, lease or otherwise, real or personal property, and to maintain, sell, lease, deed or otherwise manage in a manner appropriate for the Central Florida Railroad Museum and the above mentioned purposes.
- Plan and run a series of programs and events for Society members' education and participation.
- Work and support the activities of the Winter Garden Heritage Foundation. Assist in any and all group projects which benefit the goals and activities of the Society and the Winter Garden Heritage Foundation.

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Rail News

From the *TRAINS, Railroad & Railfan* and AAR Web Sites

Courtesy of Society Member Roger Wilson and Some Other Members/Supporters From Time to Time

New 4-4-0 Under Steam in Pennsylvania

By Wayne Laepple

Published: May 22, 2013

NEW FREEDOM, Pa – The new steam locomotive arrived in New Freedom Tuesday afternoon for the upcoming Steam into History attraction. York 4-4-0 No. 17, a replica of an 1850s-vintage Rogers engine was built by Kloke Locomotive of Elgin, Ill. It will operate on a portion of the route traveled by President Abraham Lincoln in November 1863 on his way to Gettysburg to deliver his iconic Gettysburg Address.

The locomotive and tender traveled on separate highway trailers, routed via Interstate 80 east from Illinois, then south on Pennsylvania Route 15 to Gettysburg. The two were unloaded and reunited and the pilot, headlight, and other jewelry were attached.

The engine was test-fired on Wednesday afternoon, and test runs and crew training are expected to begin on Thursday. Trains News Wire will report from New Freedom on the test runs.

In addition to the arrival of No. 17, two coaches leased from the Tavares Eustis & Gulf tourist railroad in Florida were delivered last week. They will be used until replica coaches now under construction in Arkansas are delivered. No. 10, a GE 44-tonner from the nearby Stewartstown Railroad was also on hand.

Public operations of Steam Into History will begin on June 2.

Steam Into History Steams Up for the First Time

By Wayne Laepple

Published: May 24, 2013



NEW FREEDOM, Pa. – A brand-new steam locomotive came to life for the first time this week on its new home road. The locomotive, carrying No. 17 and named *York*, was built in Elgin, Ill., as the star attraction of Steam Into History. The new exhibit is an effort by York County historians to call attention to the role played by the old Northern Central Railroad (later part of the Pennsylvania Railroad) leading up to and following the climactic Battle of Gettysburg in early July 1863.

For much of Thursday, it was a waiting game for numerous on-lookers, railroaders, and officials of Steam Into History, as locomotive-builder Dave Kloke and his assistants made final adjustments to the 4-4-0 and four Federal Railroad Administration inspectors checked paperwork, locomotive components and appliances, and crew licenses, and then checked everything again.

Well-wishers young and old surrounded No. 17, resplendent in its glistening faux Russia iron boiler jacket, red wheels and polished brass. Folks had seen reports on local television that it would be tested on Thursday. Even a few passing showers could not dampen the sense of anticipation as the engine simmered almost silently.

The Northern Central was an important link between Baltimore and Harrisburg, and at Hanover Junction, it connected with the Hanover Junction, Hanover & Gettysburg Railroad. Two weeks before the battle at Gettysburg, a sharp skirmish took place at Hanover Jct. between Confederate cavalry scouts and a contingent of Union militia. After the Gettysburg battle, the line was used to evacuate wounded soldiers to hospitals in York, Harrisburg and other northern cities. And in early November 1863 President Abraham Lincoln passed through New Freedom and Hanover Junction on his way to Gettysburg.

Steam Into History intends to give 21st century visitors an opportunity to ride a portion of Lincoln's route behind a replica of an 1850's vintage locomotive much like those used by the Northern Central. They will ride in wooden, open-platform coaches, also replicas of period rolling stock. Volunteer docents will offer commentary on the trains, as will "living history" re-enactors on the train and at the stations at New Freedom and Hanover Junction.

As the afternoon wore on, the excitement grew. Meanwhile, a track contractor repairing the 9 miles of track north toward

Hanover Junction continued working, while Steam Into History employees answered phones and stocked shelves in the former feed store converted into headquarters. Steam Into History executive director Bob Gotwols said everything would be ready for the first official run on June 1, a VIP run for contributors and friends, and public operations begin on June 2.

Finally, just after 3 p.m., everything was in readiness. Kloke gave the order to light the oil fire, which ignited with a dull thump and a puff of smoke from the fire pan. Grey smoke curled from the stack, and after a few minutes, the air pump began to pound. The engine crew climbed into the cab, the engineer hauled the Johnson bar into reverse, gave two short blasts on the single-note whistle, and No. 17 slowly backed away, steam hissing from its cylinder cocks. Smiles, cheers and applause erupted as the engine backed a few hundred feet down the track and came to a halt.

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

Harrison: Canadian Pacific Interested in Regional Acquisitions

Published: May 24, 2013

CALGARY – Replicating a strategy he employed while leading Canadian National, Canadian Pacific CEO E. Hunter Harrison says CP will become a “more aggressive” buyer of shortline and regional railroads, Reuter’s reports.

Harrison says CP will play a bigger role than in the past in the consolidation of the railway industry. “It’d be hard for us to put together the wherewithal to be able to make an acquisition of a Class I [railroad], that’s just probably not in the cards for some time,” Harrison says. “We certainly will become, along the short line regional front, more aggressive than we have been in the past.”

Harrison did not identify any targets, but says he does not agree with a recent report that CP or CN should buy Kansas City Southern Railway to gain access to the growing Mexican market, calling the idea a “worn out” story.

During Harrison’s tenure at CN, the company bought BC Rail; Bessemer & Lake Erie; Duluth, Missabe & Iron Range; and Elgin, Joliet & Eastern. When Harrison was Vice President and Chief Operating Officer of CN in 2001, the company acquired Wisconsin Central Ltd.

Amtrak to Study Additional Empire Builder Stop for Oil Field Workers

Published: May 23, 2013

CULBERTSON, Mont. – Amtrak plans to study the feasibility of adding an *Empire Builder* stop in Culbertson for people traveling to the Baaken oil region for work, the Billings Gazette reports. Montana Sens. Jon Tester and Max Baucus requested the study to give oil field workers another transportation option. They note that the oil field jobs are drawing workers from all over Montana, but some are finding it difficult to make the long commute.

The senators’ letter to Amtrak notes the Culbertson stop would be 54 miles east of Wolf Point and 52 miles west of Williston, N.D., which are already stops on the route. The letter also points out that new housing, an extended-stay motel, and two other motels are being built in Culbertson to accommodate the increasing number of oilfield workers.

To accommodate increased ridership, Amtrak has added staffing at Williston, but the station Wolf Point is not staffed at all train times so does not offer checked baggage service. Adding a stop midway between each of the towns, however, will require constructing a platform that meets current accessibility standards and approval from host railroad BNSF Railway. In the case of Hope, Ark., the most recent stop added to the national network (east of Texarkana on the *Texas Eagle* route), the process of rehabilitating an historic station, getting the necessary approvals, and actual construction took more than a decade.

Culbertson Mayor Gordon Oelkers says the town has a building where the Amtrak stop could be located.

Amtrak spokesman Marc Magliari tells Trains News Wire that several items need to be reviewed, including “if the community will provide a facility that meets our requirements,” and whether the stop “makes business sense, in other words, will it produce a ridership increase?”

Amtrak Extends Contract With Boardman for Two Years

By Fred W. Frailey

Published: May 23, 2013

WASHINGTON – Amtrak’s board of directors extended the contract of President Joe Boardman for two years, through November of 2015. Boardman, 64, has been president of Amtrak since Nov. 26, 2008. Before that, he was administrator of the Federal Railroad Administration and prior to that, the longest-serving commissioner of the New York State Department of Transportation.

Boardman has led Amtrak during a hectic period that saw ridership rise to record levels each of the past several years. “The changes Joe is managing within the railroad are resulting in real accomplishments, and it is important for him to stay on, continue his work, and provide leadership for the challenges and opportunities that lie ahead,” Amtrak Chairman Tony Coscia says.

Amtrak directors approved the contract extension at their May meeting. Coscia adds, “When businesses like Amtrak operate at the intersection of the public and private sectors, they deal with people who have to rely on people to be there long enough to see commitments through. In the past that may have been an issue with Amtrak, which went through a lot of CEOs.”

Boardman, one of eight children of a dairy farmer, and his wife live near Rome, N.Y. A Republican, his appointment after the election of Democrat Barack Obama as president was opposed by all but one of the unions that negotiate with Amtrak. And in his dealings with Congress, his harshest critics there have been Republicans, particularly in the U.S. House of Representatives. Moreover, the previous two presidents of Amtrak left the company, willingly or not, because of friction with the presidentially appointed board of directors. The contract extension marks Boardman as a survivor.

Asked what his top priority would be going forward, he listed at a news conference a number of things, including getting 70 new electric locomotives into service on the Northeast Corridor as soon as possible. The first of those locomotives, built by Siemens, are being tested now and should be working in the NEC this fall.

But Boardman quickly turned his list of goals into a defense of Amtrak's 15 long-distance routes. Congress this year must "reauthorize" Amtrak going forward, and such occasions present the possibility of unexpected congressional dictates. "If you take the *California Zephyr* from Chicago to San Francisco, the first big city you come to, Denver, is investing \$6.5 billion in transportation," Boardman says. "Salt Lake City and Sacramento are the same. We tie them all together. We need those long distance trains... We have a new Congress and we need to make sure the message gets out. Many members understand. Others need to."

Boardman's signature accomplishments have been to begin a systematic replacement of Amtrak aging fleet of cars and locomotives, to protect the Northeast Corridor from being turned over to the private sector, and to begin a long-term plan to improve the corridor, including the possibility of an all-new route allowing 220 mph trains. At the same time, he has been criticized for not standing up to freight railroads over which Amtrak operates when it comes to adding long-distance train frequencies, as well as failing to demand from unions more productivity in exchange for wage increases.

In extending the contract for Boardman, who turns 65 in December, Amtrak's directors obviously concluded that the pluses outweigh the minuses.

Celebrate Two Pennsylvania Rail Anniversaries

By Wayne Laepple
Published: May 23, 2013

ROCKHILL FURNACE, Pa. – 1963 was a banner year for tourist railroad and railroad museum start-ups in the Keystone State. Of those start-ups, only a handful remain today to celebrate 50 years of preservation and service.

In addition to the Pennsylvania Trolley Museum near Washington, Pa., covered on News Wire May 16, Rockhill Trolley Museum and the Wanamaker Kempton & Southern will hold special events to mark their milestones.

Wanamaker Kempton & Southern, the Hawk Mountain Line, is a 2.7-mile line at Kempton, between Allentown and Reading. It was once part of a Reading branch line known as the Schuylkill & Lehigh. Until 1946, a gas-electric train known as "the Berksey" transported students from rural areas of Berks and Lehigh counties to high school in Slatington. The railroad got its start in 1963. The first trains ran on Memorial Day.

On June 30, the line celebrates with special exhibits by Norfolk Southern, Amtrak, the Reading Co. Technical & Historical Society, Pennsylvania State Police, area historical organizations, and others. The Allentown Hobo Almost Marching Band will be on hand. Regular trains will operate hourly from 1-4 p.m. Presentations and declarations are set for 5:15 p.m., and a special anniversary train will operate at 6 p.m.

The Rockhill Trolley Museum, officially Railways to Yesterday, Inc., got its start in 1961 adjacent to the famed East Broad Top Railroad. That was the year Johnstown Traction Co. abandoned its last trolley routes, and the new group purchased Johnstown No. 311, the last double-truck Birney Safety Car in operation anywhere. A snow sweeper from Washington, D.C., also came to Rockhill Furnace that year. A third rail was laid on half a mile of the EBT's Shade Gap Branch and trolley wire was strung. Since then, the collection has grown to more than two dozen trolleys, mostly from Pennsylvania, representing the arc of trolley history from primitive single-truck cars to stylish PCC streamliners, and the line is now two miles long.

At 11 a.m. on July 6, the museum will open with several significant cars on display and in operation. Speakers will reflect on the past, present and future of the museum, and the 10th anniversary of the line's extension to Blacklog Narrows will be observed. Members with 15, 20, 25 and 30 years of service to the museum will be recognized before a VIP trip to Blacklog Narrows.

During the day, a number of cars from the collection will be operated, including several cars from Oporto, Portugal, work cars, and open-bench car No. 1875. Late in the afternoon, a photo opportunity featuring several cars from the legendary Philadelphia & Western, including Liberty Liner "Independence Hall" will be staged. (The Liberty Liner once operated as an Electroliner on the Chicago North Shore & Milwaukee, another railroad with a historic anniversary this year.)

Unfortunately, Johnstown car No. 311 will not participate. The car is undergoing a heavy restoration including rewiring, flooring, roofing, and steel side sheets. Volunteers had hoped to have the car ready for the anniversary but were unable to complete the work in time due to extensive deterioration over years of heavy usage in Johnstown and yeoman service on the museum's line.

For more information on these events, go to www.kemptontrain.com and rockhilltrolley.org.

Steamtown to Operate Delaware Water Gap Excursion With F3s

Published: May 22, 2013

SCRANTON, Pa. – Steamtown National Historic Site will operate a 104-mile round trip excursion from Scranton to the Delaware Water Gap for the “Founders Day” celebration on June 29. The all-day trip crosses the Pocono Plateau and passes through East Stroudsburg, Pa., on its way to the town of Delaware Water Gap, Pa. The town has planned station tours, displays and special events.

Delaware, Lackawanna & Western-painted F3s No. 663 and 664 will pull the trip. The train will depart Steamtown at 9 a.m. and returns at about 5:30 pm. This is the only Delaware Water Gap excursion planned for 2013.

For more information, go to www.nps.gov/stea.

Long-Distance Trains Debated in Washington, Again

By Bob Johnston

Published: May 22, 2013

WASHINGTON – A U.S. House “Hearing on Understanding the Cost Drivers of Passenger Rail” yesterday got off to an unexpected start when former Transportation and Infrastructure chairman John Mica, R-FL, was not allowed to make an introductory statement by Corinne Brown, D-FL. She invoked a rule that requires concurrence by the ranking member before allowing anyone to speak, and Brown objected. Because of that, Mica had to recast his remarks into a question during the cross-examination session after the witnesses testified. The hearing was billed by Rail Subcommittee Chairman Jeff Denham, R-CA, as “another step towards the committee’s bipartisan efforts to complete a Rail Reauthorization bill this year.”

As at past hearings, statements released to the press by both Chairman Denham and Amtrak before the session concluded reflected their respective opposing views, but there were some significant revelations. Amtrak President Joe Boardman’s testimony contained a graphic, which showed how 43 percent of the 136,279 passengers on board the *California Zephyr* at Chicago contributed \$11.3 million of connecting revenue to seven other long-distance and eight state corridor routes. Of the *Zephyr* trips that began or ended in Chicago, here’s how their destinations were distributed:

- Small stations east or west of Omaha: 40.2 percent
- Metro areas excluding Omaha and Emeryville: 38.5 percent
- Emeryville, Cal. (western terminus): 15.2 percent
- Omaha, Neb.: 6.1 percent

The figures underscore Boardman’s contention that long-distance customers can’t simply purchase plane tickets between a train’s endpoints, as Mica made a point to suggest again in his delayed remarks.

Another Amtrak table compared fare box recovery, the percentage that revenues cover direct and allocated costs, of the long-distance network (48 percent), with the Alaska Railroad’s passenger service (44 percent), the U.S. commuter railroad average (52 percent), Amtrak state corridor trains (56 percent), and Amtrak’s Northeast Corridor (128 percent).

Of course, fare box recovery depends upon how costs are allocated. Statistics separately provided by Chairman Denham in his statement and Capitol Corridor Joint Powers Authority Managing Director David Kutrosky’s written testimony show an interesting comparison of profits and costs between the services. Denham’s numbers are profit or loss percentage increases or decreases since 2009 and Kutrosky’s are operating cost increases or decreases gleaned from Amtrak’s annual reports over the same period:

	Profit-loss	Costs
Long distance	11.6 percent more loss	20.9 percent more cost
State-supported	24 percent less loss	11.6 percent more cost
Northeast Corridor	143 percent more profit	4.9 percent less cost

Because there have been no significant operating changes, it appears some costs have been allocated away from the Northeast Corridor to the other services. States have collectively been investigating that possibility as part of the due diligence they must perform prior to their assumption of a standardized operating cost formula to comply with section 209 of the Passenger Rail Investment and Improvement Act, widely known as PRIIA. The Department of Transportation’s Inspector General has also questioned why a new jointly developed Federal Railroad Administration-Amtrak cost system relies so heavily on cost allocation.

While none of the participants questioned or tried to explain why only a handful of PRIIA’s section 210 long-distance train Performance Improvement Plan recommendations had been implemented, National Association of Railroad Passengers’ Executive Director Ross Capon did make the point in response to a question that operating losses would be lower if trains were lengthened and the fact that Amtrak’s New York-Miami trains preserved infrastructure for expanded service to Richmond and facilitated the startup of commuter carriers Virginia Rail Express and Florida’s Tri-Rail.

Brookings Institution Senior Fellow Robert Puentes reiterated his organization’s recent recommendation that all states should be asked to support long-distance trains but didn’t directly address what recourse should be used to preserve them if a state like Ohio didn’t contribute because for marketing reasons trains stopped there in the middle of the night.

It was also clear that many new legislators, one who bragged, “I’m a business guy,” continued to ask questions such as, “Why

can't you guys be profitable?" Chairman Denham concluded by asking rhetorically, "Do we need to make a stop at 2 in the morning when nobody is getting on?" This after Amtrak's Boardman noted that Salt Lake City *California Zephyr* (departing 11:30 p.m. westbound and 3:30 a.m. eastbound) patronage was up more 55 percent since FrontRunner commuter service began operating. However, the word "mobility" was not mentioned once by anyone during the hearing.

A complete replay of the hour and a half hearing and written testimony by Boardman, Kutrosky, Capon, and Puentes is available at: transportation.house.gov/hearing/understanding-cost-drivers-passenger-rail.

Genesis Energy to Build Crude Oil Loading Facility in Powder River Basin

Published: May 21, 2013

DOUGLAS, Wyo. – Texas-based Genesis Energy will build a new unit train crude oil loading facility in the heart of the Powder River Basin of the Niobrara Shale Play. After receiving all necessary permits in early April, Genesis has since begun construction of the Pronghorn Rail Facility, a new unit train loading facility in the heart of Converse County, just north of Douglas.

The unique location along the BNSF Railway Orin Subdivision will make it the only unit train export facility in the Powder River Basin to be jointly served by both BNSF and Union Pacific. The facility will be tied in to Genesis' existing gathering system in the region and is expected to be fully operational in late 2013.

Genesis is also expanding its existing rail terminal in Natchez, Miss., to handle unit trains. The Natchez facility is located on Canadian National and will be able to handle 100 cars at a time by late 2013.

Cumbres & Toltec Ready to Launch 2013 Season

Published: May 21, 2013



ANTONITO, Colo. – The Cumbres & Toltec Scenic Railroad is ready to launch its 2013 season on May 25. This year, the railroad will offer new experiences for visitors, including the Sunset Ride, Sunday Express, and the American Society of Civil Engineers Day. The railroad is also now offering free rides for kids.

"With many choices for great summer getaways, a train ride on Cumbres & Toltec Scenic Railroad leads the pack," President John Bush says. "Join us and experience the authentic West. We have a lot of new options this season. The Saturday evening sunset train takes riders to the Cumbres Pavilion and includes live entertainment. We are also offering a shorter Sunday ride. And another new program for us this year is an educational train ride August 24 that history buffs will love."

The Cumbres Sunset Train runs Saturdays in the cool summer evenings and includes dinner and live entertainment at the newly built Cumbres Pavilion on top of the Cumbres Pass. Views of the setting sun combined with music makes this train one of the most relaxing and romantic. The new Sunday Express runs from Chama, May 26 through Sept. 8, 11 a.m. to 3 p.m. and includes a catered picnic stop. For the first time, the railroad will host a special historic tour of the railroad on American Society of Civil Engineers' Day, Aug. 24. Rail enthusiasts will learn about the building of the railroad with two lectures at trestle stops. Also new this year is the Kids Ride Free program. Children between the ages of 2 and 12 ride free with the purchase of one full price adult ticket.

On May 20, the railroad hosted a special excursion to celebrate the return of 2-8-2 No. 463 to regular service. The locomotive returns to service after 3 years of working totaling \$1.3 million. About 250 members of the Friends of the Cumbres & Toltec were onboard to celebrate.

For more information about the railroad, visit www.cumbrestoltec.com.

Amtrak's Boardman Defends Long-Distance Trains

By Bob Johnston

Published: May 20, 2013

CHICAGO – Amtrak President Joseph Boardman made his strongest case yet for maintaining the passenger carrier's existing network of long-distance trains, but insisted the company has no plans to improve their efficiency and strengthen the network by adding frequencies on existing routes "in the environment we're in." One of the reasons, he explains, is that under its current funding structure, Amtrak only takes on expansion investments where a positive revenue stream can be identified.

Speaking at a Midwest High Speed Rail Association luncheon on May 16, Boardman also laid out Amtrak's high speed rail philosophy when he urged attendees to "keep your vision (on high speed rail) as you are looking forward. What I see in a practical, discretionary way is that we may not get to 220 mph as quickly as we would like to, but we can get to 160, and you could get to 125 mph as new locomotives built under the (Passenger Rail Investment and Improvement Act section) 305 law will allow that to occur."

He recounted for the gathering his conversations about trying to attain 220 mph speeds on the Northeast Corridor with former Amtrak chief engineer Frank Vacca, who was recently hired by the California High Speed Rail Authority. Vacca told Boardman that even if tracks were more widely separated and rock ballast eliminated, train sets requiring stiffer suspension at that speed would be incompatible with the more flexible trucks needed to operate through existing Philadelphia and New York terminals. "You have to ask the question, 'If we can't ever do it, why are we spending the extra money on delivering something we can't do when we can actually spend it somewhere else and deliver something that we can do.' That's a balance I constantly see in high-speed rail and I'm sure you guys are seeing it out here as well."

"But it really takes courage to stay the course, to resist all the pressures that are trying to knock us off where we really want to go," Boardman continued. "The questions on food costs – that's one to two percent of our costs in this company, and if we got rid of (food service), it would damage the ability for us to have people ride our long-distance or our other trains and be comfortable, but it is not a money maker and never will be."

Echoing comments he made at a recent House Transportation and Infrastructure Committee hearing, Boardman dismissed the idea that groups of states might step up to help fund long-distance service. "I see no compact of states other than the United States that would really work, and I think we need to hold Congress accountable for the fact that they have an obligation to maintain the long-distance trains," Boardman says. "If we were to accept the compact of states concept, national connectivity is finished. At an overall cost recovery of 12 cents out of every dollar spent, this is a cheap service for the U.S. that can never be replaced."

This differs from previous years' statements in which he said keeping the long-distance trains was simply "up to Congress." But Boardman warned that paying back a \$532 million loan used to purchase 70 new Siemens electric locomotives, formally unveiled last Monday in Sacramento, would mean that expanding Northeast Corridor revenues would not be available to help improve long-distance trains' cost recovery. Responding to a question about whether Amtrak would consider increasing frequencies on sold-out one-train-a-day routes like the *Lake Shore Limited* or *Empire Builder*, he simply said, "no." Earlier, he mentioned that it's not possible to spend \$700 million – or even \$200 million – for increasing the *Sunset Limited* to daily from tri-weekly service, because "with long-distance trains, the revenue doesn't come back the way we need it to make those kind of investments."

Boardman also candidly observed that VIA Rail Canada "is in trouble. Our numbers are going up but theirs are headed down. One reason is that they were experimenting (in trying to become) a tourist railroad. You can't do that. When you look at the people who ride our trains, there are those who are on vacation but we provide a real business connection, a real basic connection to medical, family, and other kinds of things across the nation, which is not well understood by those who are providing the funds."

In a likely preview of testimony he is providing for a House Transportation and Infrastructure Committee meeting titled, "Understanding the Cost Drivers of Passenger Rail," this week, the Amtrak president concluded by saying, "We ask Congress to make the right decisions by acting with prudence and having the courage to stay the course that they set in 1970 and 1971, and to pay justice for those who are being abandoned in rural areas."

The Tuesday hearing, whose other witnesses also include Capitol Corridor Joint Powers Authority managing director David Kutrosky and National Association of Railroad Passengers executive director Ross Capon, begins at 1 p.m. Eastern Daylight Time. A live webcast is available at transportation.house.gov/hearing/understanding-cost-drivers-passenger-rail.

Joe Boardman's Second-Term Challenge

By Fred Frailey
Thu, May 23 2013 2:24 PM

Amtrak's board of directors has extended Joe Boardman's contract as president for two additional years. Boardman, who turns 65 in December, will remain at Amtrak's helm until at least November of 2015. That's fine with me. It's good to keep the revolving door of the executive offices from spinning around so often. Some continuity will do Amtrak good.

But will what's good for Joe Boardman be good for Amtrak's customers? Only if Boardman, now that he's secure in the job, does the hard stuff.

Lately he's been beating the drum for the 15 long-distance train pairs, arguing that they're what connects the country. He's even gotten the California Republican who heads the rail subcommittee of the House Transportation and Infrastructure Committee to agree these trains really matter. I'm all for that, but words are words, Mr. Boardman. It's easy to say how important the long-distance network is to the country in news conferences or before Congress. What he's not done is go to bat for these trains with the freight railroads over whose tracks they run. That's where it really matters

Three of the long-distance routes are hot buttons now, and so far as anyone knows, Joe Boardman fiddles while they fester. One is the New Orleans-Los Angeles *Sunset Limited*, which Union Pacific said could be run daily if Amtrak were to fork over close to \$1 billion for infrastructure improvements. How did Boardman respond to this? He gave up with a whimper, blaming

his marketing department for even proposing a daily *Sunset!* In exchange for a two-year moratorium on bringing up this matter again, UP agreed to some schedule changes for the tri-weekly *Sunset*.

Amtrak's board of directors also approved a daily *Cardinal* between Chicago and New York City via Cincinnati. This, too, seems to have stalled out without any meaningful involvement between Amtrak and CSX.

Finally, there's the possibility that the route of the Chicago-Los Angeles *Southwest Limited* will be severed between Kansas City and Albuquerque in 2015. Amtrak or the states through which the train runs must cough up \$100 million or so to fix the tracks in Kansas, Colorado, and New Mexico by then or the route will be unsustainable. The three states have said, in a joint letter, get lost. The alternative of running on the BNSF Railway freight route via Amarillo, Tex., would cost about as much, to help pay for closing some single-track stretches, BNSF has informed Amtrak's staff.

I don't believe for a minute that what BNSF Railway, CSX, and Union Pacific are saying is their final answer. None of them has yet been engaged at a high level by Amtrak, meaning Joe Boardman.

In an interview with me a year ago, Boardman said he's tough enough to do the hard things. To which I now say: You've got breathing room, Joe, so prove it.

First Section of East Broad Top Sold

By Wayne Laepple
Published: June 3, 2013

DUBOIS, PA. -- The East Broad Top Preservation Association has purchased its first section of the fabled East Broad Top Railroad, according to Association President Larry Salone. The first segment includes the standard gauge trackage from the Norfolk Southern main line to Route 522 in Mount Union, including the yard in Mount Union. Salone says the next phase of the acquisition will include the railroad from Route 522 to the Aughwick Creek Bridge, and he hopes this will be completed in the next 30 days.

"This is the first step in hopefully the Association's purchase of the entire railroad. If we can complete the remainder of the purchase as expected, we would hope to resume tourist operations in 2014 on a full schedule," Salone says. Workers have begun brush removal and track repairs in Mount Union with the hope of starting freight service to support the tourist operation.

Salone acknowledges the seller of the EBT, the Kovalchick family of Indiana, Pa., noting that the family has supported the operation of the EBT since it was reopened as a tourist line in 1960. Joseph Kovalchick and his family, Salone says, "have kept this railroad intact so a future is possible for many more generations to enjoy. Their preservation work has been ongoing since 1960, and we are proud to be able to hopefully carry this railroad's heritage into the future for a long, long time."

Fort Lauderdale Streetcar Funding Plan OK'd

Written by Douglas John Bowen
Thursday, June 06, 2013

Property owners in downtown Fort Lauderdale, Fla., will pay a special assessments tax to help pay for implementation of phase one of The Wave, the city's initial streetcar line.

Downtown businesses, organizations, and residents have signaled strong support for the proposed streetcar line, and if built it could be the Sunshine State's first modern streetcar operation, depending on what Miami and/or Miami Beach decide to do or not do.

The assessments tax is designed to generate \$20.6 million of the projected \$142.6 million cost of construction. The city commission approved the tax and the assessments zone Tuesday, with the decision still to be finalized at a public hearing July 9.

Federal funds totaling \$67.7 million have been secured, with \$35.7 million to come from the state, \$10.5 million from the city itself, and \$8.4 million from the Broward (County) Metropolitan Planning Organization.

The downtown assessment zone runs from Sunrise Boulevard to State Road 84, generally between the Florida East Coast right-of-way and US 1. Phase One of The Wave, costing \$83 million, would run 1.4 miles and begin operation in 2016. The city hopes to add 1.3 miles to the line after that.

"I can't wait for this thing to happen," Flagler Village resident Phil Bernstein told local media. "One of the things that brought me to Fort Lauderdale was the promise of the Wave."

Plans call for streetcar propulsion using overhead wire and an alternate power source. The Wave will tap the alternate source to cross the Third Avenue Bridge over the New River.

Hudson River Tunnels Get Funding Boost

Published: May 31, 2013

NEW YORK – The Federal Transit Administration has approved spending \$185 million to do preliminary construction work to build two new Amtrak tunnels underneath the Hudson River to Manhattan. Construction will commence beneath the MTA yard west of Penn Station, between 10th and 11th avenues, the New York Daily News reports.

The two-tunnel "Gateway" project is critical because the existing pair of century-old tubes under the Hudson River is just about

at capacity with 450 Amtrak and NJ Transit trains each day.

"When one train breaks down in one of those tunnels, the whole Northeast Corridor, from Washington to New York to Boston, is paralyzed," U.S. Sen. Chuck Schumer says. "It's a huge problem."

The Gateway project would enable a doubling of trains to an expanded Penn Station. The two tunnels would cost an estimated \$13 billion to \$14 billion. Amtrak's target to complete Gateway is between 2025 and 2030.

President Obama's proposed federal budget includes \$120 million for planning, engineering and design work. Schumer said Gateway proponents will "scour" the federal government for funding sources for the project.

The new tunnels will be designed to prevent the type of flooding in the two existing Hudson River tubes that shut down rail traffic for days after Hurricane Sandy.

Consultant Details New Chicago Bypass Proposal

Published: May 31, 2013

CHICAGO – "Make no little plans," said famed architect and Chicagoan Daniel H. Burnham. Software developer and former Union League of Chicago President Frank Patton has taken that message to heart. Earlier this week, the rail industry learned of Patton's proposal to create a new \$3.5 billion Chicago bypass route, known as the Illiana Rail Bypass. Yesterday, Trains News Wire interviewed project consultant Jim Giblin of firm Flak International on the specifics of the proposal.

The proposed project would create a new 90-mile, two-track rail corridor through Indiana and Illinois to bypass congestion in Chicago, much like the Elgin, Joliet & Eastern once did. The new line would link the existing lines of five of the six Class I railroads serving Chicago: BNSF Railway, CSX Transportation, Canadian National, Norfolk Southern, and Union Pacific. The eastern end of the corridor would begin at Wellsboro, Ind., where CN and CSX main lines already cross. The west end of the line would be at Coal City, Ill., on BNSF's former Santa Fe main line. The line would pass north of Kankakee and near the proposed South Suburban Airport at Peotone. Future extensions could also reach Rochelle, Ill., and St. Joseph County, Ind.

A map of the proposed line, shown at a lunch hosted by DePaul University's Chaddick Institute for Metropolitan Development, shows the line sharing right-of-way for about 50 miles with the proposed Illiana Expressway, a far-south suburban highway bypassing Chicago. The line is also shown using the right-of-way of the Chesapeake & Indiana railroad in Indiana, an acquisition Giblin says the venture is working on. That railroad would make up the new line's eastern leg between LaCrosse and Wellsboro. Other proposed line segments include branches to Kankakee and in Indiana to spur economic development.

One key component of the proposal is open access for local customers. Planners envision the line as a 90-mile linear industrial park with more than 50,000 acres of rail-served property, equal to one-third the land mass of the city of Chicago itself. Class I railroads would have open access to operate trains over the line, shortening cross-country transit times considerably, but local customers would also benefit. The rail line would offer local switching service, giving on line customers the flexibility of short line service with the options of many Class I railroad connections.

The Illiana Rail Bypass would be financed entirely with private money, backed by federal loan guarantees. Private infrastructure funds from Australia, Canada, Spain, France, and Germany have expressed interest in funding all or part of the project. The Create project, however, is funded almost entirely with public funds.

"After careful review of the issue with our members and their operating partners, we cannot identify any benefits to the construction of an additional heavy rail main line connecting our various members rights of way within any of the alignments being proposed in the Illiana Corridor Study," says Joseph Ciaccio, president of the Illinois Railroad Association, a trade group representing the railroads of the state. "Our members believe their efforts are better focused on completing the projects in the Create program versus the construction of a new rail right-of-way within the Illiana Corridor."

"Contrary to what some in the industry believe, the Illiana Rail Bypass and Create are complimentary not competitive projects," Giblin says. "The combination of Create and the Illiana Rail Bypass would make the Chicago Region the nation's leading surface transportation hub for the rest of the 21st century."

But the projects backers believe traffic will materialize. The line, projected to open by 2020, could host 50-100 trains daily, they say. Expansion plans include adding a third track in the future, especially if local business takes off as projected. Rail traffic through Chicago is expected to increase by 70-100 percent by 2035, which would demonstrate the need for a project such as this.

Giblin says the new line, if completed, would enable eight hour runs between BNSF's Galesburg, Ill., yard and CSX's North Baltimore, Ohio, facility. "That's a game-changer," he adds.

NS to Honor Military Veterans on 'Ride 2 Recovery'

Published: May 31, 2013

NORFOLK, Va. – Norfolk Southern will honor more than 200 wounded military veterans June 1 when they stop in Norfolk as part of their week-long "Ride 2 Recovery" memorial challenge. Ride 2 Recovery is a rehabilitation program of the Fitness Challenge Foundation that features cycling as its core activity. Bikes are specially designed to suit individual needs. The 325-mile bicycle journey conditions veterans while helping them overcome the physical and mental challenges they face after returning from service.

Participants began their ride on Memorial Day in Arlington and will finish June 1 in Virginia Beach with stops along the way in Manassas, Fredericksburg, Richmond, Williamsburg, and Norfolk. Norfolk Southern employees will host a rally at Harbor Park near the Amtrak Station to support and welcome the veterans.

James A. Squires, NS executive vice president administration and an Army veteran himself, will address the attendees and introduce guests, including a number of mayors from the Hampton Roads area. The NS veterans' locomotive, SD60E No. 6920, will be staged at the event for a photo op, after which its horn will announce the veterans' departure on their home stretch from Norfolk to Virginia Beach.

Association of Tourist Railroads and Railway Museums Formed

Published: May 29, 2013

COVINGTON, Ga. – After years of analysis and planning, the Association of Railway Museums and the Tourist Railway Association recently merged to form the Association of Tourist Railroads and Railway Museums.

G. Mark Ray, President of the new association, says, "This is a great day for tourist railroads and railway museums. By combining our many resources, including enthusiasm for rail preservation, history, tourism, steam, and trolley, we will be a stronger force for preserving our heritage of rail travel in the U.S. and Canada."

Members of both former associations voted overwhelmingly in favor of the merger during their annual meetings held at the associations' joint conference in Montreal in November 2012. Following that meeting, legal documents were filed and the new organization became official in January of this year.

"ATRRM will be able to bring to its members far greater value than either association was able to offer alone," Ray says. "We will provide a robust information and communication system, assuring our members of the most current research, data, and relevant content on regulation, law, restoration, marketing, and all topics of interest to tourist railroads and railway museums. We will continue to advocate for funding that keeps railway museums first-class educational resources for their communities and for safe, enjoyable, scenic, rail excursions for the public."

Organization members will continue to benefit from the association's conferences. These events provide excellent educational content as well as tours, train rides, an active exhibit hall, and many opportunities for networking and learning from one another. The next conference will be held in Riverside, Calif., and hosted by the Orange Empire Railway Museum Oct. 16-19, 2013.

Canadian National Accelerating Work on Former Green Bay & Western

Published: May 29, 2013

WISCONSIN RAPIDS, Wis. – Canadian National is accelerating upgrading work on its former Green Bay & Western Whitehall Subdivision in Wisconsin to increase handle growing frac sand business. CN is spending \$33 million to rebuild the 74-mile section of the Whitehall Subdivision between Wisconsin Rapids and Blair in three years rather than four. Work began in 2012 and the full program should be completed by December 2014.

The improvements will enable the line to handle 286,000-pound freight cars and increase train speeds. Frac sand customers on the line include Badger Mining Corporation, Preferred Sands of Wisconsin, Atlas Resin Proppants, and Taylor Frac. Frac sand is used by oil and gas industries in the hydraulic fracturing process to hold shale fractures open and let natural gas and oil flow out.

CN acquired the Whitehall Subdivision in 2001 when it purchased regional railroad Wisconsin Central. WC subsidiary Fox Valley & Western acquired the 250-mile Green Bay & Western, well known for operating with Alco diesel power, on Aug. 27, 1993. Most of the former GB&W east of Plover has since been abandoned.

Ukraine Orders 300 Electric Locomotives

Published: May 28, 2013

KIEV, Ukraine – Ukrainian Railways and manufacturer Luhanskteplovoz have signed a memorandum of understanding for the purchase of 300 electric locomotives. Production will begin this year, with deliveries to be completed by the end of 2016, Railway Gazette International reports.

Luhanskteplovoz's plant should reach production capacity of 100 locomotives per year in 2015, with the help of parent company Transmashholding, Russia's largest manufacturer of locomotives and rail equipment.

The two-section 2EL5 locomotives for 25 kV AC routes will have microprocessor controls and modern traction equipment, which is expected to reduce energy consumption by up to 13 percent compared with the locomotives they will replace. The two-section 2EL4 will replace locomotives on 3 kV DC routes. A shop will be built at Yasinovataya for the new locomotives.

Class I Freight Traffic Has Best Showing in 16 Months

Published: June 7, 2013

WASHINGTON – Class I railroad freight carloadings are pointing to a stronger U.S. economy as year-over-year monthly loadings increased for the first time since February 2012.

The Association of American Railroads says in a late-afternoon news release that 11 of 20 commodity categories tracked in the association's monthly Rail Time Indicators peaked passed where loadings were in 2012. Petroleum, including crude oil, loadings led the gains with a 41.8 percent or a 20,837-car increase; motor vehicle and parts movements increased 6.2 percent or 4,916

carloads; and crushed stone, sand, and gravel went up 5,191 loads to 5.2 percent.

Total carloads increased by 0.7 percent or 9,551 over May 2012. Intermodal traffic posted the latest in a 42-month string of increased volume for a total of 1,214,114 units or three percent compared with May 2012.

Declining commodity carloads included grain, grain mill products, and primary metal products.

Minnesota Zoo to Dismantle Monorail

Published: June 5, 2013

APPLE VALLEY, Minn. – The Minnesota Zoo plans to dismantle the monorail that has carried visitors across the zoo's grounds since 1979. Officials said the monorail is outdated, will cost too much to repair, and that rider interest has decreased.

Elevated 18 feet above the ground, the train moves slowly to allow visitors to observe animal exhibits from above. The monorail gained notoriety in March 2011 when it stopped mid-ride due to an electrical problem, trapping riders for two hours before the Apple Valley Fire Department rescued them one-by-one with ladders.

The monorail runs every 30 minutes when the zoo is open, except during inclement weather. It is expected to run through the summer, making its final trips on September 2.

Siemens Installing First Regenerative Energy Storage Unit in US

Published: June 5, 2013

PORTLAND, Ore. – Siemens is installing the first regenerative energy storage unit in U.S. The Citras SES Energy Storage Unit with super capacitor technology will be installed on the new TriMet Portland-Milwaukie light rail line. The Tacoma substation location in southeast Portland will house the first U.S. storage unit that allows for energy created during braking to be stored and then re-used in one of two forms, energy savings or voltage stabilization during peak demand times. TriMet will utilize the system in voltage stabilization mode.

In voltage stabilization mode, the Citras SES allows the system to avoid problems that have led to disruptions in mass transit operations. If a number of vehicles accelerate simultaneously, system voltage can drop below a critical level and result in instances of under voltage tripping in vehicles and, consequently, lead to disruptions in passenger service. The equipment ensures the system voltage always remains within the required range and voltage-related disruptions no longer occur.

The system has been successfully installed in Spain and Germany, reducing the energy demand at Cologne Transit Authority substation by 15,000 kWh in one month. The use of just a single energy storage unit could save a maximum of 500,000 kWh per year. In addition to the cost saving, the storage unit can reduce CO2 emissions by 300 tons per year with this reduction in energy generation.

Siemens is providing additional solutions for the overall 7.3-mile line extension project that will connect the southeast corridor to downtown Portland, and other regions that TriMet MAX serves. Siemens Rail Systems is manufacturing 18 rail vehicles at its Sacramento, Calif., facility for the Portland-Milwaukie extension and Siemens Mobility and Logistics will be implementing its Rail Automation signaling and communication technologies to center control on the line extension.

The first substations will be installed beginning in October 2013. The Portland-Milwaukie line is set to open in 2015 and will expand the MAX light rail system to 60 miles and 97 stations.

Alstom Unveils Citadis Spirit Light Rail Vehicle

Published: June 4, 2013

PHILADELPHIA – Alstom has unveiled its new Citadis Spirit light rail vehicle for the North American market . Company executives emphasize the Citadis Spirit builds upon the experience of more than 1,700 Citadis light rail vehicles in service worldwide.

Features include a 100 percent low floor design and the ability to operate at speeds of up to 65 mph. Hence, the Citadis Spirit is versatile and can provide both a streetcar service in mixed traffic as well as a commuter service on dedicated infrastructure. Its low floor boarding and interior, which is free of steps, provides better accessibility as well as a safer and more comfortable ride to users of all walks and ages. The vehicle also is totally modular in length and can be expanded as a city's transportation needs grow over time. Additionally, the Citadis Spirit can be paired with an off-wire power supply systems for operation without overhead wires.

Citadis Spirit will be manufactured in North America as of 2015. Its design and manufacturing process are very modular and flexible, allowing final assembly to be localized close to end-users and municipalities.

In February 2013, Alstom announced its first order for the Citadis Spirit through a contract to deliver 34 vehicles, 21 vehicles in option, and 30 years of maintenance services to the city of Ottawa, Ontario, for its new light-rail transit system. The vehicles delivered to Ottawa will be a high-capacity version of the Spirit with a total length of 160 feet.

CSX Updates on Quebec Intermodal Yard

Published: June 4, 2013

SALABERRY-DE-VALLEYFIELD, Quebec – Today, officials from CSX Transportation and its intermodal subsidiary joined

officials from the city of Salaberry-de-Valleyfield and the province of Quebec at a formal groundbreaking ceremony for a new intermodal terminal in Salaberry-de-Valleyfield. Construction began in March and the terminal is expected to open in 2015.

The \$107 million project will expand CSX's presence in the market and connect the greater Montreal region and Quebec with CSX's network. Trains serving the terminal will connect through CSX's Northwest Ohio intermodal hub in North Baltimore, Ohio.

"We believe the intermodal terminal we are building here will quickly become a positive asset for Quebec and the Salaberry-de-Valleyfield community for years to come," Wilby Whitt, president of CSX Intermodal Terminals, says.

Roxboro Excavating Inc, based in Dorval, Quebec, is the lead contractor on the project. The work is expected to create about 600 jobs as it proceeds and the terminal is expected to lead to the creation of more than 300 permanent jobs.

Located in the Perron Industrial Park, the terminal will be close to the newly-completed Autoroute 30, providing easy market access to the greater Montreal distribution and consumption market. As part of the project, the province of Quebec and Salaberry-de-Valleyfield are making improvements to the road network in the immediate vicinity of the terminal.

The Quebec Ministry of Transportation is also supporting the project through a \$6 million grant for the reduction of greenhouse emissions.

CSX is also relocating a portion of its track from a residential area of Salaberry-de-Valleyfield to a location east of Autoroute 530 alongside the new terminal in the industrial park. Once the track is relocated, the right of way will be sold to the city of for recreational use.

CSX accesses Quebec on trackage acquired from Conrail in 1999. The line was originally New York Central.

EMD Spirit Series Locomotives Announced

By Chris Guss

Published: June 4, 2013

LAGRANGE, Ill. – EMD has announced that its upcoming passenger locomotive line will be called the Spirit series. Its first order for the F125 Spirit will be delivered to the Southern California Regional Rail Authority, which operates Metrolink commuter trains. They will come with a streamlined Vossloh Rail Vehicles-designed monocoque carbody with one control cab equipped with Crash Energy Management and Vossloh high-speed running gear.

As part of the Spirit locomotive purchase, Metrolink will donate up to five EMD F59PH locomotives for alternative fuels research and development.

Caterpillar's Rail Division announced on May 31 that it has signed an agreement with Metrolink for an order for 10 locomotives with an option for 10 additional locomotives if funding becomes available. Trains News Wire first reported the locomotive order on December 19, 2012, when Metrolink's board of directors approved the F125 purchase.

The first three locomotives are scheduled to begin testing on Metrolink in the fall of 2015. Each locomotive will cost about \$6.3 million dollars. The F125 locomotives feature a Caterpillar C175-20 20-cylinder prime mover producing 4,700 hp and AC traction.

Relco Locomotives Prepares to Enter Rebuild Market

By Chris Guss

Published: June 4, 2013

LISLE, Ill. - Relco Locomotive is planning to enter the rebuild market in 2013 with a new line of locomotives. The rebuilt locomotives will feature traditional prime movers instead of gensets. The company's first customer for its 1500XD ("eXtreme Duty") model is Cedar Rapids & Iowa City, widely known as the "Crandic", who ordered eight mother-slug sets from Relco's new line. The company is still developing its line of products, which will include four- and six-axle offerings along with slugs. Relco's Project Manager, Ajay Garg, says the line will be highly customizable depending on the needs of each customer.

The slug mother uses the designation L4-1500XD-M and features a 12-645 EMD prime mover and AR10 alternator producing 1500-horsepower to provide power to the set. The slugs mated to them have the designation S4-143. The first slug set was at the railroad's shop on May 28 being setup for service.

Fred McCoy, the railroad's master mechanic tells Trains News Wire a number of options were ordered on the new locomotives to tailor them to the it's needs. Additional air reservoirs were added to the top of the slug and fittings added to the ends of the locomotives to allow switchman on the ground a supply of air to blow out switches or other locations covered in snow or debris. The tanks will also provide additional reservoir capacity when charging the train line. Cameras were installed on the ends of the locomotive and slug along with automatic uncoupling devices and auto shutoff of the train line air to allow the locomotive engineer to cut away from cars without a crew member on the ground present.

Both the slug and mother are ballasted to 286,000 pounds each, bringing the total set to 572,000 pounds. The radiator section features a raised fan above the long hood. This was a result of radiators placed flat in the carbody to avoid having radiator wings protruding from the carbody.

McCoy says the slug set was two years in the making. The railroad initially approached Relco about a program to upgrade its current fleet of MP15DCs from D32 generators to AR10 alternators when Relco sold them on its upcoming rebuild line.

The railroad will test the first set for several weeks in early June and provide Relco feedback before accepting delivery of the next slug set. When regular delivery commences, Relco and the railroad anticipate delivering a slug set every three weeks until the order is complete.

Slug Mother model designation:

L = Locomotive

4 = four-axles

1500 = 1,500 horsepower

XD = Extreme Duty

M = Mother

Slug model designation:

S = Slug

4 = four axles

143 = ballasted weight in tons

Union Pacific Will Seek Bids for Illinois High Speed Rail Work

Published: June 4, 2013

SPRINGFIELD, Ill. – As part of the Chicago-St. Louis high speed rail corridor project by the Illinois Department of Transportation, Union Pacific plans to issue a Request for Proposal for work on its Springfield Subdivision between Thayer and Nilwood. The package includes new double track with 20-foot centers, construction of culvert replacements, and reconstruction of grade crossings from milepost 205.74 to 214.46.

The work will include constructing a second main track at Girard comprised of 136-pound welded rail on concrete [ties](#). As part of the second main project, four abandoned loading facilities in Girard will be demolished.

Fencing will also be built long the right-of-way, including a combination of approximately 20,000 linear feet of three-foot tall and six-foot tall ornamental and chain link fencing and gates. Limits of the fencing are primarily in the residential urban areas with some fencing in rural areas.

There are seven grade crossings in the designated area with various levels of work required. The contractor will also be required to construct a soldier pile retaining wall under an existing BNSF Railway overhead structure. The retaining wall will can be constructed with adjacent tracks under traffic.

Turkey Crashes Through AEM-7 Windshield, Engineer Injured

Published: June 3, 2013

MANSFIELD, Mass. – A wild turkey smashed through the windshield of Amtrak AEM-7 No. 904 Saturday morning with the engineer suffering minor cuts and abrasions from broken glass. The locomotive was pulling Northeast Regional train No.150 to Boston at about 80 mph when the bird hit the windshield and broke the seal surrounding it, causing the turkey and the windshield to come into the cab of the locomotive.

Amtrak spokesman Cliff Cole tells Trains News Wire the train's 289 passengers were transferred to an MBTA commuter train to complete their travel. No passengers were injured. Train No. 150 was terminated at the scene and five other Amtrak trains were delayed as a result.

Mansfield Fire Lt. John Terry tells the Attleboro Sun Chronicle the engineer was covered with glass and the cab was full of the remains of the turkey, making the locomotive unusable. Firefighters asked that all train traffic be stopped in both directions until the engineer was removed from the train.

It took four firefighters about 30 minutes to walk into the woods to find the train and help the engineer back to a waiting ambulance. He was transported to Sturdy Memorial Hospital in Attleboro for treatment of his injuries, which were minor, according to Cole.

First Amtrak ACS-64 Shipped to Colorado for Testing

By Chris Guss

Published: June 3, 2013

SACRAMENTO, Calif. – Siemens shipped the first ACS-64 locomotive from its plant in Sacramento to the AAR Test Facility near Pueblo, Colo., late last month. The locomotive was part of the public unveiling of the new locomotives in Sacramento May 13.

The locomotive was moved to Amtrak's facility in Emeryville, Calif., to be placed in the consist of Amtrak's *California Zephyr* on May 21. The locomotive consist for the *Zephyr* was P42 No. 12, ACS-64 No. 600, and P42s Nos. 99 and 123. Upon arrival in Denver, the locomotive was moved as a special power move to the test center. The consist from Denver to the AAR facility was P42 No. 12, No. 600, P42 No. 19, and cab car No. 90200.

Siemens expects to ship ACS-64 No. 601 to the test center and No. 602 to the Northeast Corridor for main line testing shortly.

Thieves Cause \$100,000 in Damage to Railroad Museum

Published: June 3, 2013

BARSTOW, Calif. – Three men are due in court June 5 for allegedly causing up to \$100,000 worth of damage to a passenger car at the Western American Railroad Museum in Barstow, the Victorville Daily Press reports. Sean Michael Gilbert, 43, Erik John Kielty, 25, and John Phillip Blakenship, 46, are facing several charges including felony burglary, and vandalism.

"It makes me sick," says former Barstow Mayor, Santa Fe employee, and museum president Lawrence Dale. "This museum is a lot of memories to a lot of people."

The thieves used saws and clippers to cut out about 160 feet of copper wiring and plating from the inside walls of Arizona & California business car No. 58, a former Santa Fe car built in 1925 that the museum acquired in 2010. The men also cut out copper wiring in the business car's electrical panel, ruining the once operable system, Dale said. In addition, two original 1925 light sconces were ripped out, several chairs were stolen and the business car's collection of Mimbreno China was taken.

The incident marks the 18th time the museum's outdoors display of cars has been vandalized in the past 10 years, according to Dale. This time around, the damage was the most extensive the museum has experienced, he said.

Each October the museum hosts a railroad festival where attendees are allowed to walk through the car. Dale says the group hopes to patch it up before this year's event.

First Section of East Broad Top Sold

By Wayne Laepple

Published: June 3, 2013

DUBOIS, PA. -- The East Broad Top Preservation Association has purchased its first section of the fabled East Broad Top Railroad, according to Association President Larry Salone. The first segment includes the standard gauge trackage from the Norfolk Southern main line to Route 522 in Mount Union, including the yard in Mount Union. Salone says the next phase of the acquisition will include the railroad from Route 522 to the Aughwick Creek Bridge, and he hopes this will be completed in the next 30 days.

"This is the first step in hopefully the Association's purchase of the entire railroad. If we can complete the remainder of the purchase as expected, we would hope to resume tourist operations in 2014 on a full schedule," Salone says. Workers have begun brush removal and track repairs in Mount Union with the hope of starting freight service to support the tourist operation.

Salone acknowledges the seller of the EBT, the Kovalchick family of Indiana, Pa., noting that the family has supported the operation of the EBT since it was reopened as a tourist line in 1960. Joseph Kovalchick and his family, Salone says, "have kept this railroad intact so a future is possible for many more generations to enjoy. Their preservation work has been ongoing since 1960, and we are proud to be able to hopefully carry this railroad's heritage into the future for a long, long time."

First CP SD30C-ECOs Shipped

By Chris Guss

Published: June 3, 2013

CHICAGO – The first new EMD SD30C-ECO locomotives are en route to Canadian Pacific. Nos. 5003 and 5009 arrived in Chicago last night on Canadian National train M335. CN will deliver the locomotives to the Twin Cities for interchange to CP.

CP has ordered 20 remanufactured locomotives from EMD, all of which are being constructed at Progress Rail's Mayfield, Ky., plant. The 20 locomotives will be assigned to St. Paul, Minn., for service and carry road numbers Nos. 5000-5019. This was part of a larger order for 350 such locomotives, but the order has been scaled back drastically due to management changes at the company.

The locomotives are part of EMDs ECO line of repowered locomotives and feature a 12-710 prime mover producing 3,000 hp and Tier 0 emissions.

Author, Traveler George H. Drury Dies

By Robert S. McGonigal

Published: June 24, 2013



Drury at Work at Kalmbach

MILWAUKEE – Author and former Kalmbach Publishing Co. employee George H. Drury died June 21 at age 73 after a long

struggle with Parkinson's disease. A native of Reading, Mass., and lifelong rail enthusiast, Drury was working in San Francisco when he was hired as a copy editor for Kalmbach's Books Department in 1972. He moved from Books to Kalmbach's company library in 1975, then back to Books in 1992. After retirement in 1997, Drury was a freelance author, wrote a column for Railfan & Railroad magazine, and led rail tours of Europe.

Drury is perhaps best known to Trains magazine readers as the author of dozens of entertaining and informative articles on rail travel in Europe and North America and for the occasional two-page spreads of vintage publicity photos with his own wry captions added. Behind the scenes, Drury organized a loose collection of books, photos, and other reference materials into one of the top railroad libraries in the country.

Drury used the resources at his disposal to compile four books that formed the nucleus of Kalmbach Books' Railroad Reference Series: The Historical Guide to North American Railroads, The Train-Watcher's Guide to North American Railroads, Guide to Tourist Railroads and Museums, and Guide to North American Steam Locomotives. He also conceived Kalmbach's "Golden Years of Railroad" series of photo books, which eventually ran to 18 volumes.

Among Drury's principal railroad interests were the Boston & Maine, which he knew as a youth; Southern Pacific, for which he worked for a time; steam locomotives; and passenger trains. In addition, Drury was a devoted, active member of Milwaukee's Immanuel Presbyterian Church; loved to prepare and serve (and consume) fine food; and possessed a uniquely dry sense of humor. Drury treasured his connections with family, friends, and his feline housemates.

Combining rigor and humor, Drury's books and articles mark him as one of the outstanding figures in railroad publishing.

Orlando-Miami Train Needs Just 1 More Deal Before It Can Roll

By Dan Tracy, Orlando Sentinel
June 26, 2013

A \$1.5 billion passenger train that would link Orlando with Miami is just one deal from becoming reality.

The Coral Gables Company behind the privately financed project has won two critical agreements it needs to begin construction.

All Aboard Florida railroad got approval Wednesday from Orlando's main road-building agency to lay tracks on land along the BeachLine Expressway. A similar arrangement was made late Tuesday with the state, which also owns part of the BeachLine.

That means All Aboard Florida only needs a deal with its final destination, Orlando International Airport, to complete its route through Central Florida.

Train representatives will meet Friday with airport officials to talk again, said Mike Reininger, president and chief development officer of All Aboard Florida.

He said the airport and All Aboard Florida are close to a pact. Airport spokeswoman Carolyn Fennell confirmed the meeting but would not characterize the negotiations, saying only that "discussions are ongoing."

Reininger, who attended Wednesday's board meeting of the Orlando-Orange County Expressway Authority, said the state and authority agreements move the train nearer to "the realization of this vision we have."

All Aboard Florida, owned by Florida East Coast Industries of Coral Gables, could not build its system without permission from the state and the expressway authority to lease right of way along the south side of the toll road that connects Interstate 4 with Cocoa.

The company already has tracks that run from Miami to Jacksonville. It is selecting engines and cars, plus planning depots in West Palm Beach, Fort Lauderdale and Miami for what promises to be a 230-mile, three-hour route.

Both the state and expressway deals are for 50-year leases, with a option for an additional 49 years. The train company would pay the state \$275,000 a year for the land, but compensation for the authority has not been set yet.

If there is an accident during construction or operation of the train, All Aboard Florida would take responsibility, according to the leases. The train is slated to start carrying passengers in late 2015.

Authority Chairman Walter Ketcham praised the agreement, saying, "It's an incredible opportunity to help connect us to other parts of Florida in different ways."

In a release from the state, Gov. Rick Scott was quoted as saying, "This lease is another example of how our economic policies work to create private sector jobs for Florida families and develop the best transportation and infrastructure systems in the country."

The state and authority deals could mean that opposition to the train could be waning at Deseret Ranch, the 300,000-acre tract on the south edge of the BeachLine. A meeting involving Deseret managers, the state and authority officials is set for Friday in Tallahassee.

Erik Jacobsen, who manages Deseret, confirmed the meeting but would not comment further.

Deseret managers have been pushing to involve All Aboard Florida in a series of planning exercises that could have delayed operations. Deseret officials fear the train could hamper their future plans to turn sections of the sprawling ranch into housing and commercial development near OIA.

The ranch, which spans Orange, Osceola and Brevard counties, is owned by Farmland Reserve Inc., a trust of The Church of Jesus Christ of Latter-day Saints. Deseret donated some of the land for the BeachLine in 1965.

Florida DOT, FEC Sign Lease for HSRS Right-of-Way

Written by Douglas John Bowen

Thursday, June 27, 2013

Florida's Department of Transportation has reached a lease agreement with Florida East Coast Industries for right-of-way along State Road 528, also known as the Martin Andersen BeachLine Expressway (to be used by All Aboard Florida higher-speed rail service).

A third party, the Orlando-Orange County Expressway Authority, approved a separate pre-lease document Wednesday, June 26, 2013, anticipating the agency's leasing of 20 miles of right-of-way along SR 528.

FDOT owns an additional 15 miles of right-of-way along SR 528, which runs east-west and links Interstate 4 in southwest Orlando with Interstate 95 along the Florida coast.

Both leases cover a 99-year-period — 50 years plus a 49-year extension. The 50-year lease agreement between FEC and FDOT nets FDOT \$250,000 per year.

The All Aboard Florida passenger rail project, announced in March 2012, would stretch about 240 miles, using 200 miles of existing FEC right-of-way from Miami and Cocoa, Fla., and 40 miles of new track to reach Orlando. Intermediate points would include Fort Lauderdale and West Palm Beach.

Future expansions would take the service to Tampa, on the west coast, and Jacksonville, near the Georgia border.

"Our focus will now turn to finalizing an agreement with the Greater Orlando Aviation Authority so we can stay on track with the project's timeline," All Aboard Florida President and Chief Development Officer Mike Reiningger told local media.