

THE FLATWHEEL

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



December 2012

December Annual Meeting

Saturday, December 1st at 6:00 PM
801 City Grille
Corner of Eighth & Montrose Streets
Clermont, FL
Social Hour at 6:00 PM
Dinner at 7:00 PM
Installation of Officers and Presentation
of Awards at 8:00 PM
Entertainment Follows the Installation & Awards.

January 2013 Meeting

Monday, January 14th at 7:00 PM
Central Florida RR Museum
101 S. Boyd St., Winter Garden, FL
Refreshments Provided By: Jerry &
Ginger Honetor
Program: The Valley RR, the African Queen
and a Ford Tri-Motor
By: Addison Austin

Central Florida Chapter NRHS Central Florida RR Museum Host Duty Schedule — December 2012

DAY	DATE	HOURS	MUSEUM HOST
Saturday	12/1/12	1 P.M. – 5 P.M.	Irv Lipscomb
Sunday	12/2/12	1 P.M. – 5 P.M.	Gary Dettman
Saturday	12/8/12	1 P.M. – 5 P.M.	Al Sharp
Sunday	12/9/12	1 P.M. – 5 P.M.	Gary Dettman
Saturday	12/15/12	1 P.M. – 5 P.M.	Jarrold Reynolds
Sunday	12/16/12	1 P.M. – 5 P.M.	Mike Kelly
Saturday	12/22/12	1 P.M. – 5 P.M.	Patrick Smith
Sunday	12/23/12	1 P.M. – 5 P.M.	Sharon Lamb
Saturday	12/29/12	1 P.M. – 5 P.M.	Irv Lipscomb
Sunday	12/30/12	1 P.M. – 5 P.M.	Jerry Honetor

We need programs and refreshments providers for 2013.

Please contact Jerry Honetor at: 407-957-8788 or JerryHonetor@yahoo.com or Phil Cross at Crossrails@earthlink.net or 407-509-4572 if you would like to present a program or provide refreshments at one or more of our meetings in 2013.

CFC NRHS Membership Statistics

Regular Members	46
Family Members	19
Student Members	1
Local Members	1
Total Members	67

December Museum Work Session

**Saturday, December 8, 2012
8:30 AM to 3:30 PM**

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

December Birthdays

**Allen Quinn 12/2
Mike Forrester 12/5
Diane Saul 12/5
Janet Crusie 12/8
Clem White 12/17**

Al Pfeiffer's Photo Corner

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



Patterson & McInnis 2-8-0 #3 at Gulf Hammock, FL, 5/15/10.



CSX #5465 Southbound at Oxford, FL, 9/13/10.



FEC #438 Northbound with Local at MP124 in New Smyrna Beach, FL, 1/28/10

The following is courtesy of Chapter Members Ken Murdock and Warren McFarland.

A Couple of Interesting E-mails from the Morse Telegraph Yahoo Group

Those big proposed railroad mega-combinations you talk about would not have worked before the advent of the computer age... they would have been unmanageable.

Remember that into the very late 1970s, information moved by telephone, teletype... and by "RRS" (Railroad Service) Mail in a baggage car on a passenger train.

I was in management when that revolution happened, and saw it up close. Information began to move instantly, and hundreds of thousands of yard clerks, report clerks, general office clerks, messengers, switchboard operators and the like, all across the country, went away in the space of about five years. As a boy, I can remember walking with my father through the railroad's General Office Building and seeing room after room after room full of old men, most wearing green eye shades, hunched over and writing in ledger books and on report forms half as big as the top of a desk... with a spittoon beside each desk, too. I vividly recall one day about 1983, when all the Division staff was told to be in the mail room at 2PM for a demonstration of a new device called the Panafax machine. The salesman gave the demo and everyone agreed that it was indeed a marvelous device, but that we would never have use for such a device. Nonetheless, one was installed in the mail room and in a few weeks people started "Panafaxing" documents. In six months, every department had one. Two years later, every supervisor had one in his office. And a lot of us brought one home so we could do work from home at night, too. (The Company loved that...)

I was around when the pagers came out, too. The first ones, before the digital thingies, gave you a voice message. I recall one day being in front of a group of men giving a talk... My pager went off and a little voice squeaked over the air, "Hi Dad... We're home from school!" The whole room roared with laughter. In the mid-1990s, the silent "digital pager" came out, and would display a telephone number or a text message. But the greatest feature on those things was the built in alarm clock by which you could wake yourself up the next morning and not have to trust the hotel Front Desk to do it.

Around 1978 or 1979, the "Stations Department" got IBM "terminals" (a.k.a. "dumb tubes") which were not computers, but consisted of a monitor and a keyboard connected by wire to the railroad's main frame computer in Philadelphia. They were used to report car and engine movements. The best thing about them was you could have one of the clerks find out where any car on the system was located. And with reasonable accuracy (about 75% of the time,) you could get the time it arrived at or left the last major terminal and the number of the train hauling it. That was a truly marvelous step forward.

I think it was in 1985 when all the officials were called into a big meeting and told that the computers were coming... In one year, all the secretaries would be gone and we would all have something called "voice mail" and a computer. Only the Superintendent and the General Manager would have secretaries, and we would be expected to type our own letters on our computers. We were each given a laptop computer and told to take it home and learn. The railroad would provide schools and tutors and all the help we needed, but if after one year we were unable to handle the basics, there would be no place for us in

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Upcoming Events

December 1, 2012 — Central Florida Chapter NRHS Annual Banquet. To be held at the 801 City Grille, Corner of 8th & Montrose Streets, Downtown Clermont, FL. Social Hour at 6:00 PM, Dinner at 7:00 PM, Installation of Officers at 8:00 PM, entertainment follows the installation.

December 8, 2012 — Folkston Winter Watch. No major events are planned this year, just a weekend full of rail-fanning with friends. Though it's not for sure yet, we hope to have the night lights like we had back in April.

December 15-16, 2012 — **Tampa, FL** — 8th Annual Tampa Model Train Show and Sale, Florida State Fairgrounds, Special Events Center, The Fairgrounds is located on Route 574, Martin Luther King Boulevard, Tampa, FL. Saturday, December 15, 2012 from 9:00 AM to 5:00 PM and Sunday, December 16, 2012 from 10:00 AM to 4:00 PM. Admission: Adults \$7.00, Under 12 Free. Contact: Charles Miller, 386-736-8185, rrshows@aol.com. Website: <http://www.gserr.com>.

December 20-23, 2012, The Villages, FL — The Villages Free Christmas Train Show, at Colony Cottage, 9 am – 4 pm Thursday-Saturday, 10 am – 3 pm Sunday. Contact: Alan Goldberg, 352-205-4322, amgold15@hotmail.com, Website: <http://villagerailclubs.blogspot.com>.

January 5&6, 2013 — **Deland, FL** — 42nd Florida Rail Fair, Volusia County Fairgrounds, 3150 East New York Avenue, 9 am – 4 pm, Admission: Adults \$7.00, Under 12 Free. Contact: Charles Miller, 386-736-8185, rrshows@aol.com. Website: <http://www.gserr.com>.

January 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.

January 16-19, 2013 — Florida Flywheelers Antique Engine Club's 26th Annual Swap Meet, 7000 Avon Park Cutoff Road, Ft. Meade, FL, 33841. Admission: \$7.00 per day. Call 863-285-9121. Website: <http://www.floridaflywheelers.org>.

February 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.

February 16, 2013 — **Jacksonville, FL** — 35th Jacksonville Rail Fair, Railroadiana and Model Train Show, 9:00 to 4:00. Admission \$7 (under 12 free), Prime Osborn Convention Center, 1000 Water Street (former Jacksonville Terminal). Details: Charlie Miller, 3106 N. Rochester St., Arlington, VA 22213-1348, (703) 536-2954, rrshows@aol.com. Website: <http://www.gserr.com>.

February 20-23, 2013 — Florida Flywheelers Antique Engine Club's 21st Annual Antique Engine & Tractor Show, 7000 Avon Park Cutoff Road, Ft. Meade, FL, 33841. Admission: \$7.00 per day. Call 863-285-9121. Website: <http://www.floridaflywheelers.org>.

March 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.

April 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.

April 13, 2013 — **Deland, FL** — 43rd Florida Rail Fair, Volusia County Fairgrounds, 3150 East New York Avenue, 9 am – 4 pm, Admission: Adults \$7.00, Under 12 Free. Contact: Charles Miller, 386-736-8185, rrshows@aol.com. Website: <http://www.gserr.com>.

May 11-12, 2013, The Villages, FL — The Villages Spring 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>.

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>.

FALL LIVE STEAM MEETS

December 1 – 2, 2012 = Sebring System Railroaders

December 8 – 9, 2012 = Big Boots & Western

The following is courtesy of Chapter Member Roger Wilson.

Welding Rail on the Downeaster Extension to Brunswick, ME



Editor's Note: It appears that when they get done welding the rail, they need to replace a few ties.

**Central Florida Chapter NRHS
Combined Board & Regular Meeting
Central Florida RR Museum
November 12, 2012**

Call to Order – Phil Cross called the meeting to order at 7:00 pm. 38 members and guests were in attendance. Board members present were Phil Cross, Jerry Honetor, Irv Lipscomb, Les Westlake, Clarence Hurt, David Rhea, Frank Milmore, Ken Murdock and Bill Dusenbury.

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

Recognition of Visitors – Phil Cross introduced the visitors: Wayne and Louise Harden, Wise and Roxanne Harden (both Wayne and Wise provided input on tonight's program), Alan Eslick, Dwight Stoffel and Greg Fox.

Recognition of Members/Friends Concerns – Phil Cross

Lloyd Brown's wife, Sylvia – she will be up to 60 degrees movement in her arm next week.

Roger Wilson's daughter, Leah – rehab is going great. She will be staying at her own apartment for a couple days next week.

Chuck Ansell – in attendance. He has another round of treatment in the coming weeks.

Neil Bagaus' daughter, Erin – was rushed to the hospital for x-rays and MRIs. They suspect a brain injury.

Approval of October 8, 2012 Combined Board & Regular Meeting Minutes – Bill Dusenbury made a motion to approve the minutes which was seconded by Jerry Honetor. The vote was unanimous to approve.

October 2012 Treasurer's Report – David Rhea & Frank Milmore presented the treasurer's report. Copies are available to the membership.

Presentation of and Voting for the Slate of Officers for 2013 – Nominating Committee Chairman Lloyd Brown read the list of the slate of officers. He then made a motion to accept the slate of officers with the exception of the Treasurer and Assistant Treasurer (Phil Cross for President, Jerry Honetor for Vice President for Membership & Programs, Irv Lipscomb for Vice President for Education & Public Relations, Les Westlake for Secretary, Joe Lehmann, Jr. for Assistant Secretary, Ken Murdock for Museum Curator, Phil Cross for Historian, and Bill Dusenbury for Immediate Past President). Chuck Ansell seconded the motion. The motion was approved unanimously. Ballots were then distributed to active, full members to vote for the Treasurer's position. Frank Milmore received 13 votes. David Rhea received 14 votes. David Rhea will serve as the Treasurer and Frank Milmore will serve as the Assistant Treasurer.

Vice President of Membership & Programs Report – Jerry Honetor

•Programs and refreshments providers for 2013 are needed.

•Chapter Events and Field Trips for 2012:

1. Saturday, November 17, 2012 – A Visit to Sanford's Forgotten Railroads – Ken Murdock & Frank Milmore are the coordinators. All members wanting to attend will meet at 9:30 am at the Sanford Museum at 520 First Street. <http://www.sanfordfl.gov/index.aspx?page=456>.

Museum Curator Report –Ken Murdock

- October 2012 CFRR Museum Report – 479 visitors for October and 6,350 visitors for 2012 to date. 231.25 volunteer hours donated by the membership during October and 2,380.75 hours donated for 2012 to date.
- No Work Session Scheduled for November.
- Recent Acquisitions & Donations –
 1. Nickel Plate RR lantern – Ken Murdock stripped the black paint to restore it to original condition.
 2. Dr. Robert Foster (a dentist in Winter Garden) donated "The book of Steam and Rail."
 3. Phil Cross donated a photo of the FEC's South Jacksonville railroad depot.
 4. An anonymous donor donated \$1,000 dollars.

Museum Host Schedule for December 2012 – Irv Lipscomb needs museum hosts for December.

President's Report – Phil Cross

- **Winter Garden Heritage Foundation Board of Directors Activities for October** – Activities for October focused on Music Fest, which was held in downtown Winter Garden on October 5th – 7th and fundraising activities for the construction of the new History Center complex.
- **Website Committee Update** –The new website for the Central Florida Railway Historical Society, Inc. is scheduled to go on line January 1, 2013.
- **Library Committee Update** – The Library Committee continues to work on the cataloging of the books, periodicals and videos in the library. Over 1,600 items have been catalogued so far.
- **The Flatwheel Report** – The *Flatwheels* continue to be a success due to the great contributions by Chapter Members & Friends. Keep those great articles and photos coming in!!!!

- **Logo for The Central Florida Railway Historical Society, Inc.** – The logo for Society has been prepared by West Orange Digital & Photo and has been accepted and approved by the Board. It is presently being copyrighted with the State of Florida, along with the name of the new organization.
- **Chapter's Annual Meeting** – Scheduled for Saturday, December 1st, at the 801 City Grille, Corner of Eighth & Montrose Streets in downtown Clermont. Social hour begins at 6 PM, dinner will be served at 7 PM, and the Installation of Officers and presentation of awards will begin at 8 PM. Entertainment is also being provided. An e-mail was sent out last week with details.

Approval of the Proposed Constitution and Bylaws for The Central Florida Railway Historical Society, Inc - The committee met on September 29th and prepared the Draft Constitution for the Central Florida Railway Historical Society and worked on the preparation of the bylaws for the Society. The committee met again on October 28th to wrap the preparation of the Draft Bylaws. The Constitution & Bylaws were presented to the board and membership for approval.

The major updates/changes to the Bylaws were as follows:

1. Changing of the name from the old organization to the new organization.
2. Expansion of the levels of membership.
3. Expansion of the various committees and their respective roles and responsibilities.
4. The elimination of the limit of the number of terms the President can serve (two terms consecutively).
5. Updating of the organization's Purpose and Mission Statement.
6. Updating of some the responsibilities for some of the officers/board members.

Irv Lipscomb made a motion to approve the Constitution and Bylaws as distributed electronically to the Chapter's membership. This was seconded by Bill Dusenbury. The vote to approve was unanimous by the board and the membership.

FCRR, FMRR, FNRR & SunRail Update (Including FCRR Track Upgrade Update) – Bill Dusenbury gave a report.

Tourist Train Operations on the Florida Central RR – Bill Dusenbury gave a report.

Items from the Board of Directors

Frank Milmore mentioned that a 2013 dues notification for The Central Florida Railway Historical Society, Inc will be sent soon to all current and prospective members.

Items from the Membership

- Chuck Ansell requested that anyone with information on the Bessemer and Lake Erie railroad forward the information to him.
- Frank Milmore and Roger Wilson provided updates on oil/gas transportation in the Northeast.
- Dan Crusie made a presentation of a painting of the Tavares & Gulf Railroad's Winter Garden depot for the depot's 100th anniversary.

Tonight's Program: Sanford's Forgotten RR's By Ken Murdock & Frank Milmore.

Tonight's Refreshments provided by Sharon Lamb.

Meeting Adjournment – The meeting was adjourned at 7:48 pm.

Central Florida Chapter NRHS Quarterly Board Meeting Minutes Central Florida RR Museum November 24, 2012

Call to Order – Phil Cross called the meeting to order at 8:30 am. Board members present were Phil Cross, Bill Dusenbury, Jerry Honetor, Clarence Hurt, Irv Lipscomb, Frank Milmore, Ken Murdock, David Rhea, and Les Westlake. Members present were Joe Lehmann, Lloyd Brown and Ginger Honetor.

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

2012 Annual Banquet – Phil Cross.

- The 2012 Annual banquet is being held at the 801 City Grille, corner of 8th & Montrose Streets in downtown Clermont. For directions, visit www.801citygrille.com.
- It is scheduled for Saturday, December 1st, beginning at 6 PM with the social hour, dinner at 7 PM, and the installation of officers and presentation of awards at 8 PM.
- There will be no formal program, just the installation of officers and some nice entertainment.
- Awards/Recognition.

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

- Withdrawal from the NRHS.
 - * To be effective January 1, 2013.
 - * Notification letter being readied to be sent to the NRHS Secretary.

- All assets of The Central Florida Chapter NRHS to be Transferred to The Central Florida Railway Historical Society, Inc., effective January 1, 2013.
- Organization Name & Logo Copyrighted.
 - * Name and logo currently being copyrighted by Ron Sikes for the Society.
- Society Constitution & Bylaws.
 - * Approved by the board and membership at the November 12, 2012 monthly meeting.
- Society 2013 Budget (David Rhea & Frank Milmore).
 - * Goal of the Budget Committee is to have a budget ready for approval at the January 2013 meeting.
- Society Membership & Programs (Jerry Honetor).
 - * Current Membership - **67** Members.
 - * New Society Membership Application/Renewal Form & Fees – Clarence Hurt suggested including an interest list of activities on the back of the application. Frank Milmore will prepare a letter about the name change to accompany the application. Irv Lipscomb suggested changing the signage in other museums and exhibits.
 - * Name Badges for All Members – Bill Dusenbury made a motion that every member receives a new name badge for the CFRHS. Jerry Honetor seconded the motion. The vote to approve was unanimous. Clarence Hurt initiated a discussion on participation recognition pins.
 - * All monthly programs are scheduled through April 2013.
 - * All refreshments providers are scheduled through April 2013.
- Membership Activities.
 - * Displays at Local RR Shows, Tavares Train Fest, and downtown events such as Spring Fever in the Garden, Music Fest and the art festival in Winter Garden.
 - * GFLUG and Morse Telegraph Club.
- Society Website.
 - * The Society website and the CFRR Museum website have been combined into a single website.
 - * The new website will be ready to go January 1, 2013.
- Society Newsletter.
 - * The *Flatwheel* for January 2013 is already being worked on.
- Society Committees.
 - * The Board reviewed the first list for 2013. Several Board members volunteered for some of the committees that were short on members. The list will be reviewed at the January monthly meeting with the membership in an effort to solicit participation from the membership.
- Society Field Trips & Other Activities for 2013 (Jerry Honetor).
 - * Possible 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 the last half 2013.
 - * Chapter field trip to Tavares to ride the Tavares, Eustis & Gulf RR. Clarence Hurt & Neil Bagaus are the coordinators. Spouses will be invited to come along. Either lunch before the train ride or dinner after the train ride has been suggested. First Quarter of 2013.
 - * A one-day trip to the North Florida Railway Museum at Green Cove Springs, Clay County Historical & Railroad Museum at Green Cove Springs (Includes the Bud Hess Railroadiana Collection), and the Northeast Florida Live Steamers & Railroaders West Tocoï & Bostwick Railroad located in the Green Cove Springs/Bostwick area – Phil Cross & Ken Murdock are the coordinators. Possibly a two-day trip. First half of 2013.
 - * A trip to Tampa to visit the TECO trolley operation and to Plant City to visit the Plant City Museum – Clarence Hurt is the Coordinator. Second quarter of 2013.
 - * A tour of the Florida Central Railroad – Bill Dusenbury is the coordinator.
 - * Field trip to Savannah, GA – David Rhea is the coordinator. First 4 months of 2013.
 - * A field trip to the Folkston Funnel – Bill Dusenbury is the coordinator. Fall of 2013.
- Society 2013 Goals.
 - * Review of Goals Document – Irv Lipscomb made a motion to accept the goals document. Bill Dusenbury seconded the motion. The vote to accept was unanimous.

Library Committee Update – Jerry Honetor.

- The cataloging of the books, periodicals and videos in the library. Over 1,600 documents have been entered into PastPerfect.
- Purging duplicate documents and artifacts was discussed, possibly by using EBay.

Museum and PastPerfect Database Update – Ken Murdock.

- PastPerfect Database Update – The meeting room with the exception of the photos is entered into PastPerfect.
- Museum Update – the next work session is scheduled for Saturday, December 8th.
- Recent Donations – donations are being listed monthly in the *Flat Wheel*.
- Computer Security – Joe Lehmann, Technology Committee Chairman, will work with Museum Curator Ken Murdock to continue the improvements to the security of all Chapter-owned computers.
- Assistant Museum Curator – Ken Murdock made a motion to add a volunteer position to handle long-term planning. This person would not be a member of the Board. Bill Dusenbury seconded the motion. The motion was approved unanimously.
- The Dan Crusie painting of the Winter Garden T&G Depot circa 1913 has been scanned.
- GFLUG is considering making the model of downtown Winter Garden part of the Museum's permanent display.

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.
- Planning 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.

100th Birthday Celebration for the Former T&G Depot in Winter Garden – Ken Murdock & Phil Cross.

- Plans are temporarily on hold waiting for confirmation of the track upgrade work on the Toronto to Winter Garden Branch.
- Neil Bagaus has committed to bring the TG&E RR Steam Passenger Train to participate in the event.
- Solicit the participation of the Morse Code Group and the GFLUG Group.
- The WGHF has also been asked to participate in the event and they have accepted.
- Large Format T&G Photo Display.
- PowerPoint Presentation on T&G with Narration.
- Cake with Depot on the Cake.
- Dan Crusie has donated a Painting of the Depot to commemorate the occasion.
- Society will have copies made for sale.
- A poised photo of the museum with the TG&E engine similar to Dan Crusie's painting is planned. The telegraph club and GFLUG will be invited.

The board took a lunch recess from 11:30-12:20.

PA system for the Museum's Meeting Room – Phil Cross. Bill Dusenbury made a motion to purchase a PA system for no more than \$750. Jerry Honetor seconded the motion. The vote to purchase was unanimous. Joe Lehmann will research the available options.

The Museum's Caboose – A discussion was held on the possible movement of the caboose to a different location and maintenance/painting costs. Replacing the rock with concrete for safety reasons was also discussed. Phil Cross, Bill Dusenbury, Jerry Honetor, and Ken Murdock will schedule a meeting with the City Manager to discuss these plans.

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

Tourist Train Operations on the Florida Central Railroad – Bill Dusenbury provided an update.

Items from Attending Board Members:

- Bill Dusenbury introduced selling items from the ACL-SAL Historical Society on consignment. The Board saw no problems with this.

Items from Attending Members – no items.

Selection of Date for the 1st Quarter 2013 Board Meeting – Phil Cross set a date of March 2, 2013.

Meeting Adjournment – The meeting was adjourned at 13:26.

Continued from Page Two

the organization. And they meant it, too... but they also more than made good on their promise to give us education, very good education. And in one year, all the secretaries and almost all of the clerks and secretaries did go away as promised. If we had big jobs that required help, there was a small steno pool we could call on. During that year, some of the older supervisors just froze up with fear, could not handle the new computer thing, and either went back on the engine or took early retirement. Conrail always handled these situations with aplomb and dignity, and never embarrassed anyone.

When I first went to Enola as Night Trainmaster in 1981, there were probably thirty clerks on duty around the clock. You know how many there are now? Precisely NONE. In 1983, when I was promoted into Division headquarters, I had two assistants, a secretary and two clerks in my office alone. By 1987, it was just me and one assistant, and the two of us had responsibilities to run the administrative side of things and also to be all over the Division, which extended from just west of Philadelphia to Altoona and Johnstown, and from Washington to Buffalo. Every Department went through the same thing: the Crew Board, Engineering, the Signal Department, the Payroll Department, the Budget Department, the Train Dispatching Office, the Mechanical Department, the Road Foreman of Engines, Real Estate, Labor Relations, and on and on and on... even the Superintendent's office staff was radically downsized due to the implementation of computerization.

And that was our introduction to the world of modern information. I could now sit at home and monitor the movement of trains and crews, check my budget, do my expense account and have fun corresponding with people all over the system using the new thing called E-mail. We didn't get access to the Internet until 1999.

I think I am correct in saying that the Missouri Pacific Railroad developed the first integrated system for managing all information a railroad would need, from manpower to scheduling and car movement, from inventory to ordering, from customer billing to cost accounting, from track engineering to locomotive maintenance. I do know that Conrail bought the MP's system in the 1980s and I think it was called TRIMS, which stood for something like Transportation Information Management System. When that was fully implemented (which took several years,) we finally had instant information (indeed, almost too much of it) and could have remotely managed a railroad spanning thousands and thousands of miles... And we no longer had to fly by the seat of our pants in making decisions - we had the data right in front of us.

It was a wild ride, and I was privileged to see it all, from telegraph offices to PC's. It was a fascinating period to live through, if you were one of the lucky ones who kept his job...

As one who in some ways was the cause of all this change, I certainly saw the dramatic effects first hand. It was most vividly displayed to me at FRISCO's GOB in Springfield, MO. I visited there once in 1977 or early 1978. At that time the four floor building was bustling with people, mostly clerical. I was on another project at that time (Atlanta's then new rail transit system for which I designed the original automatic dispatching computer system) and so wasn't directly involved with the CTC computer system being installed on the FRISCO. However, in spring 80 (or maybe it was 81), being done in Atlanta I got sent out there as a "fixer" to address some problems (successfully addressed BTW) and was stunned to see that the building was almost a ghost town by that time. Only the forth floor where the dispatchers worked and the computer was located was busy.

That said, railroads, and their suppliers, were early adopters of computer technology, embracing the "mainframe" computers early on. In 1974, I was out in the Twin Cities working on the hump yard system for BN's then new Northtown Yard. I need access to a mainframe to do some calculations and was taken to their office building in downtown St. Paul. This had formerly been shared by both NP and GN. One of these used an IBM mainframe and one used a UNIVAC (an 1107). Both systems were still in place and being used and I believe had been in place since the mid 1960's (and had replaced earlier systems when they were installed). I recall to get a hump list for our hump computers (a dual redundant pair of GE-PAC 4010's, the switch and light console from one of them is hanging on my wall "looking down on me" as I write this :-), one of the mainframes would punch out a deck of cards over at the yard office using a remoted card punch. The cards, with one car per card, were then read into the hump machines again by a remoted card reader (the yard office was about a quarter mile away across the yard from the hump tower where the hump computer system was located). I've attached a photo I took late 74 or early 75 inside the hump tower computer room showing one of the GE-PAC computers and the big "test panel" as well as some of the terminal equipment. At the end of the hump, the GE-PAC's then punched out an "as humped" deck with the actual destination tracks of each car in the order of the cars in the track along with other information. This would then be read in one of the mainframe's card readers. In more modern yards all this information transfer (and much more including automatic verification of car identity just before a car is humped) is done automatically over private networks using the Internet TCP/IP protocols.

My employer back then, GRS, and long before my employment, developed the first MRP system (I think in the late 50's on an IBM 650). IBM tried to buy it from GRS so to sell it to their customers, it was that good. However, GRS, foolish as usual, refused to bother.

Speaking of FAX machines for train orders, FAX machines have a failure mode in that if phone line noise happens, it can miss some number of scan lines. This could be a problem for train orders as if used normally, a whole line on a train order could be missed. The solution (again by the BN) was to put the orders into the FAX machine cross-wise so that such a failure would result in a missing vertical section out of the train order. Much more obvious for humans to detect.

This effort to reduce personnel through automation continues to this day. Usually with the installation of one of the hump computers I've done in the last couple decades after I left GRS, some positions would be eliminated. Retarder operators (if they hadn't already been eliminated with an earlier computer system) and hump conductors are almost a thing of the past (of course this puts a little more work on the yardmaster. After all he isn't yet frazzled is he ;-) and with the belt packs and our system capable of controlling hump engine speed, the engineer has been taken out of the equation too. A hump crew is now down to one man, the pin-puller/belt pack operator/list checker/switchman.

Thanks to Chapter Members Ken Murdock and Warren McFarland for the following story.

Structural Failure of a Grain Elevator in Kansas on 11/20/12

The main line is blocked and will be for a while until the structural engineers are here tomorrow. About 75,000 bushels of corn dumped on the ground and derailed 8 empty ethanol cars.

Continued on the next page.

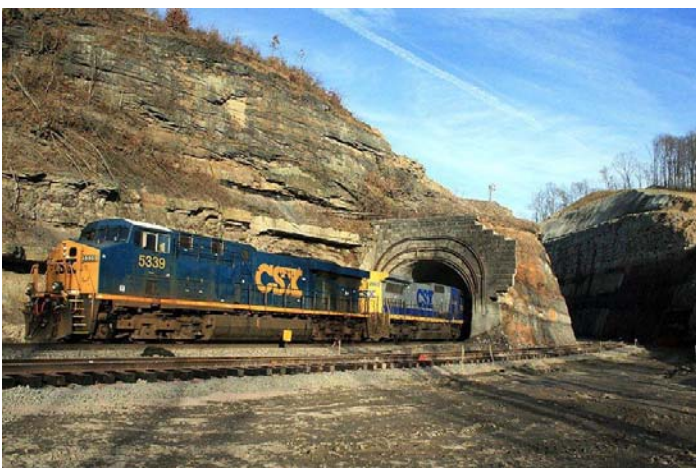
Three tubes blew out at the bottom, which sucked the top of the tubes in. The rest of the elevator is completely full. No one was hurt.



The following courtesy of Chapter Friend Addison Austin.

Pinkerton Tunnel

After serving faithfully for 135 years, the 1081' Pinkerton Tunnel on the CSX Keystone Sub in PA passed it's last train around 9:30 pm Sunday night, November 11, 2012. Yes, this veteran tunnel was "decommissioned" on Veterans Day as a bypass track was connected overnight and eastbound S276-12 made its way around the tunnel in a deep cut at 10 AM, November 12. The following pictures were taken on Sunday afternoon, a perfectly perfect "Indian Summer" day in western PA. The temperature was 65-70 degrees and kayakers, bikers, hikers, and railfans were plentiful at Pinkerton.



The following is courtesy of Chapter Member Jerry Hardwich from the *Railway Preservation News*.

NEW HOPE VALLEY RR GETS ENGINE

"Just received word that Cliffside RR No. 110, a Vulcan 2-6-2 from the Cliffside RR in North Carolina, has been donated to the New Hope Valley RR at Bonsal, N. C. It is expected the engine will be moved to Bonsal from its present home at Stone Mountain, Ga. in early 2013. A more detailed joint announcement from the Stone Mountain Memorial Association, which donated the 1923 Vulcan, and the North Carolina Railroad Museum, is expected soon. No. 110 was retired by the Cliffside in 1962 and sold to the Swamp Rabbit RR in South Carolina in 1963. It later moved to Georgia, where it operated on the Stone Mountain Scenic RR for several years. It's been on display there for some time and will need an overhaul before going into service at Bonsal, where it will join Vulcan 0-4-0T No. 17."

The following is courtesy of Chapter member Roger Wilson.

PHOTO OF THE DAY!

Friendly Wave

Problems with some of Amtrak's GE P42 diesels have pressed older GE P32 units into service across Pennsylvania. Here the engineer of train No. 43 gives a friendly wave to those trackside at Conemaugh, Pa., on Sept. 5, 2012. *Photo by Tony Kimmel*



November Museum Report

By Ken Murdock, Museum Curator

We didn't have a scheduled museum workday in November due to so many other activities occurring such as the field trip to Sanford, Thanksgiving and the Board retreat. Museum work was still being done, however, with one Tuesday and two Wednesday workdays where we continued to press ahead on with the inventory. Al Sharp is back for the winter and he got right back into Past Perfect and has completed three entire showcases in the front room closest to the model railroad layout. I continued importing Irv Lipscomb's photos of each object into their respective inventory files.

For those who weren't at the November meeting, we have received several very nice donations. One was a Nickel Plate RR Adlake short globe hand lantern with a clear globe etched N.K.P. which was donated by a Winter Garden resident. Another item was a photo of FEC's South Jacksonville depot donated by Phil Cross. The last and most significant donated item was a matted, 22"x 15", water color painting of our T&G depot with T&G wood burning 4-4-0 #3 at trackside. This beautiful piece of work was painted and donated by our very talented, in-house, railroad artist, Dan Crusie. It will be used as part of our 100th anniversary celebration for the depot next year. We also plan to sell prints of the painting at the celebration and in our gift shop to help in the support of the museum. Thank you Dan for your very generous and beautiful donation!!

Patrick Smith suggested that I take Dan Crusie's artwork to his father's company, MacGregor Smith Reprographics, and have them scan it and put the digital copy on a CD. I took Patrick up on his suggestion and it was done for us at no cost! Thank you Mr. Smith!!



Painting donated by Chapter Member Dan Crusie of the Tavares & Gulf Railroad Depot in Downtown Winter Garden circa 1913.



FEC's South Jacksonville depot circa 1915. The photo was acquired at the 2012 Gaithersburg Railroad Show and donated by Phil Cross.

We had a very good turnout for the Sanford tour on November 17th with 14 participating. There were several others who wanted to come but had conflicts. We toured the sites where all of Sanford's 4 train stations and two shop complexes once stood and saw two buildings, the PICO Hotel and the PICO Block, both built by Henry B. Plant in 1887. PICO, as most of you know, stands for Plant Investment Company. We followed the abandoned rights-of-way where the South Florida, Jacksonville, Tampa & Key West, Savannah, Florida & Western, Orange Belt, Florida East Coast and Atlantic Coast Line trains once backed into downtown Sanford. The right-of-way into downtown runs at about a 45 degrees angle off of north, so many buildings remaining were built with one side at this angle to parallel the tracks. This made the old right-of-way very easy to follow many decades later.

We visited the Conrad Yelvington rock yard which is located on the south end of where the relocated shops once stood on the west side of the by-pass track built in 1950. By then it was time for lunch and we drove back into downtown Sanford and dined Hollerbach's Willow Tree, a German style restaurant on 1st Street. This place was selected by my co-host, Frank Milmore, and the food was outstanding. After the good lunch we visited the Sanford Museum which is a very nice, upscale museum with a small section devoted to Sanford's railroads. It's amazing what can be done with a full time, paid curator and staff. Don't get me wrong! I'm not plugging for a full time position. I'm retired and plan to stay that way.

After visiting the Sanford Museum we drove out to Rands Yard to check on the progress of SunRail. We found a lot of activity there but no moving trains. Track upgrades were in progress and the SunRail boarding platforms were well under way as was a very large parking lot just west of the SR 46 RR overpass on the north side of the road. We concluded our tour at Rands Yard and several of the hard core railfans stayed around hoping to see the Silver Star.



Aerial view of downtown Sanford circa 1930. Photo courtesy of Chapter Member Ken Murdock.



Bird's-eye view of downtown Sanford circa 1930. Photo courtesy of Chapter Member Ken Murdock.

T&G DVD

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

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

December Museum Work Session

**Saturday, December 8, 2012
8:30 AM to 3:30 PM**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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The train will cut an hour off the four-hour Miami-Orlando drive time. Fares have not been determined.

Train service is envisioned hourly, with up to 19 daily round trips. The trains will be conventional units, with two locomotives and seven to nine passenger cars.

"This is an exciting project," said Florida Department of Transportation Secretary Ananth Prasad in a recent interview at a Tribune editorial board meeting.

"Unlike the high-speed rail project, there are no government costs," he said, acknowledging details must be worked out on the Orlando-Cocoa right of way agreement.

Al Pina, a planner who chairs Urban Redevelopment Solutions of Tampa, said the conventional rail proposal could eventually lead to a stronger appetite for high-speed rail in Florida. "I would have chosen high-speed rail first, but this plan should work well for Florida."

NE Florida Wants Freight Gateway

The Florida Times-Union
November 10, 2012

Northeast Florida must be at the front of the pack when the federal government develops a national plan for moving freight around the country, according to a draft report unveiled Thursday of the region's freight-moving capabilities.

"We have to find a way to position ourselves," said Rob Palmer of RS&H at a meeting of the North Florida Logistics Advisory Group.

The study does not make any recommendations for using local funding sources to pay any of the cost related to upgrading the region's transportation network.

Palmer said the region needs to be out front in making its case to the state and federal government that transportation spending in Northeast Florida will deliver a "return on investment" in the form of economic development.

He said the region's highways, seaports, railroads and airport are assets that could make it one of the nation's major gateways for freight. Also, he said the area is "in a good spot" geographically to serve markets in Florida and neighboring states.

"I think our area would outperform any other area of the state," he said. "We have the opportunity to take the lead and prove it."

Palmer made presentations at meetings Thursday with the North Florida Logistics Advisory Group and the Jacksonville International Business Coalition.

Jacksonville, the North Florida Transportation Planning Organization and Jacksonville Port Authority funded the \$600,000 study, which was commissioned by the logistics advisory group, affiliated with the chamber of commerce.

Other recommendations in the draft report call for updating Jacksonville's land-use plans for industrial development, creating a regional "inland port" that would be a distribution center for cargo and convincing shippers that cargo going to Florida should go through Jacksonville rather than ports in other states.

George Gabel, who heads the logistics advisory group, said the regional assessment is "something that we've been missing" previously.

"I think it shows the potential of Jacksonville as a gateway for not only Florida, but for the Southeast," he said. The JPA will be doing its own strategic master plan for its long-term development. Gabel said the port's plan will be incorporated into the framework of the regional plan.

“Penny Pictures” of the Sandy River Insights Into a Wandering Mogul and Life on the Two-Footers *By Mallory Hope Ferrell* Published: November 15, 2012



Sandy River & Rangeley Lakes 2-foot-gauge Mogul No. 16 pokes out of the covered depot at Kingfield, Maine.

While still a teenager in the early 1950s, I corresponded with a man who had grown up on the 2-foot-gauge lines of Maine. Arthur French, by then elderly, collected Indian Head pennies, but his father, the late Charlie French, had been an engineman on both the Franklin & Megantic and the Sandy River and had made, and saved, a number of photographs of these lines.

My "Granddad Willie," who had a small grocery store in the "Old Towne" section of Portsmouth, Va., took in a number of Indian Head pennies in his trade and was happy to save them for me. I then traded the coins to Arthur French for prints of the "two-footers" in action.

All through my high-school years, I would send Arthur the pennies and he would make contact prints of the ancient scenes, mainly taken in and around the family's hometown of Kingfield, Maine. Arthur did his own darkroom work, and while some of the small prints were not all that great photographically, others were outstanding.

The Franklin & Megantic had been built the 15 miles from Kingfield to a connection with the equally 2-foot-gauge Sandy River Railroad at Strong, Maine, in 1884. The F&M had its own feeder logging line, the Kingfield & Dead River. The K&DR had no equipment of its own, and the F&M had only two locomotives. After about 1893, an agreement was reached wherein the F&M and K&DR were operated essentially as a part of the Sandy River, with the larger road frequently supplying motive power and rolling stock. In 1908, all six of the area's interconnected two-footers began operating under the name of Sandy River & Rangeley Lakes. These included the former Sandy River; Phillips & Rangeley; Madrid; Eustis; Franklin & Megantic; and Kingfield & Dead River.

One of the Maine engines that interested me was a 2-6-0 that had been built for a North Carolina 2-foot-gauge line, the Laurel River & Hot Springs. This pike, backed by a group of Boston real-estate promoters, was to run from a connection with the Western North Carolina Railroad (later part of the Southern Railway) at Hot Springs, N.C., up Tanyard Branch, through Gahagen Gap, and down Hurricane Creek to Laurel River and the mouth of Foster Creek, a distance of 24 miles. The line's location was established for 8 miles, and survey stakes were put down for an additional 4 miles.

Contracts for construction of the LR&HS had been given to L. H. Wheaton by January 1893, but only about 3 miles were graded before the line was reported as "abandoned" in 1895. The Laurel River line, though, had purchased the new 2-6-0 and six flatcars, one of which was converted into an open excursion car, with seats and a canopy. The railroad planned to log-off the timber along its right of way and then sell the land.

The LR&HS locomotive, named for the line's president, James Wyman of Lynn, Mass., was built by Baldwin (construction No. 12964) and shipped to North Carolina in October 1892, but it is doubtful she ever operated there. The Mogul, and the flats, were sold on February 3, 1897, to Albert Fogg, a wholesale commission agent, for \$1,800. They were then resold to a used-equipment dealer, Thompson C. Gill & Co. of Philadelphia, who resold them to the new Wiscasset & Quebec Railroad. The cars and engine were shipped to Wiscasset, Maine, but the W&Q could not raise enough cash to pay for them. They were stored at the Portland Company, a locomotive and car builder in downtown Portland, Maine. The 2-foot-gauge W&Q was eventually constructed and operated for many years as the Wiscasset, Waterville & Farmington Railway.

Eventually, in February 1900, the LR&HS engine and six cars became the property of the Sandy River Railroad.

Upon arrival on the Sandy River, the 2-6-0 became its No. 3 but commonly was called the "Old Star" because of the five-pointed design on her front number plate. The locomotive spent a great deal of time on the Phillips & Rangeley, so much so that some crews referred to her as the "P&R Mogul." She was also frequently used on the former Franklin & Megantic out of Kingfield, and Charlie French ran her on many occasions.

In 1905 the locomotive was briefly renumbered as Sandy River 7, but, soon after the 1908 Sandy River & Rangeley Lakes grouping, again changed identities and became SR&RL 16.

Kingfield was on a stub-end line and had a "covered depot" to protect passengers from the frigid Maine winters. In that season, the doors would be opened by the station agent just before arrival time so the cars could be spotted inside the warm building. Arthur French told of one agent who was always late in opening the doors, forcing the train crew to come to a complete stop and wait. On one occasion, the regular engineer on the passenger train decided to teach the agent a lesson—it was, after all, the agent's responsibility to see that the station doors were opened and closed. The next time the engineer arrived with a train from Strong and found the doors closed, he opened them with the locomotive without even stopping. Carpenters were sent over to repair the mess. Following a talk in Phillips with the "Super," F. M. Beal, both the engineer and the agent lost some pay but apparently kept their jobs.

In 1915, the "Old Star" was sent to the Maine Central's shops, where she received a new boiler and an extended frame and returned as a 2-6-2 Prairie type. She served the Sandy River lines right up to the end of operations and was scrapped along with the railroad in fall 1935.

I've always loved my "penny pictures" from Arthur French, and while both he and the Sandy River have long since passed into history, the old photographs give us some insight into life on the Maine "two-footers."

First published in Spring 2006 Classic Trains magazine.

Doug Varn to Head Amtrak's Long-Distance Unit

By Bob Johnston

Published: November 9, 2012

WASHINGTON — Amtrak has named a 39-year company veteran, Doug Varn, to the newly created position of general manager of long-distance services. Varn's promotion follows the creation a similar position last month managing the Northeast Corridor, filled by Michael DeCataldo, Jr. Both of the positions are part of Amtrak's latest round of restructuring.

Varn, now chief of product planning and financial analysis for Amtrak's marketing department, has held many different jobs with the company, dating from 1973 when he worked as a car and space controller in the national operations center at the former L'Enfant Plaza headquarters in Washington, D.C. In the strategic business unit era of the 1990's, he gained intimate knowledge of the long-distance trains' economics as vice president of planning and finance of the intercity business unit in Chicago. More recently, Varn was general manager of the *Auto Train*, a long-distance service created in 1983 with special employee assignments under a labor contract that differs from other Amtrak staffing procedures.

Amtrak's restructuring into four business units for long-distance, Northeast Corridor, state-supported, and commuter operations, is designed to entrust the general managers of each with accountability for safety, customer satisfaction, ridership, revenue, and on-time performance in much the same way that then president Tom Downs' geographical business unit structure operated in the 1990's. George Warrington, Downs' successor, began dismantling the business unit model in 1998 as a cost-cutting initiative.

In his new position, Varn will examine the revenue potential and expenses of long-distance trains at a time when they have again come under close scrutiny by U.S. Rep. John Mica of Florida, currently head of the House Transportation and Infrastructure Committee.

AAR Reports October Rail Traffic Still Mixed

Published: November 8, 2012

WASHINGTON – The Association of American Railroads again reported mixed rail traffic for the month of October. As has been the year's trend, intermodal traffic saw gains while carload traffic declined.

"The fundamentals of U.S. rail traffic remained roughly the same in October as in recent months: weakness in coal, remarkable growth in petroleum and petroleum products, a slight slowing of growth in intermodal and autos, and mixed results for everything else," says AAR Senior Vice President John T. Gray.

U.S. railroads originated 1.42 million carloads, down 6.1 percent compared with October 2011. On the U.S. intermodal side, 1.23 million container and trailer loads originated during the month, up 1.5 percent. October marks the 35th consecutive month of intermodal traffic growth.

Commodity groups that saw gains in October were petroleum and petroleum products, up 61.5 percent; farm products excluding grain, up 46.4 percent; and lumber and wood products, up 24 percent. Commodity groups that saw losses in October were iron and scrap steel, down 25.8 percent; metallic ores, down 22.9 percent; and nonmetallic minerals, down 22.5 percent.

ARM and TRAIN Vote to Merge

By Jim Wrinn

Published: November 8, 2012

MONTREAL – The Association of Railway Museums and Tourist Railway Association Inc. voted Thursday to merge, forming a single trade association to represent historic railroading organizations in North America. The new organization will be called the Association of Tourist Railroads and Railway Museums.

The merger follows years of discussions about how to maximize the impact of a relatively small niche industry that primarily began as a volunteer activity and has become progressively more professional in the last 25 years.

"This is the culmination of a lot of work," said ARM President Bob Laprelle. "It's absolutely the right thing to do." He called the merger a rebirth of both organizations and a pathway to the future that will benefit members.

Rick Burchett, president of TRAIN, pointed out that the path to merger began with joint meetings of the two groups at railway museums in Spencer, N.C., in 2001; Sacramento, Calif., in 2006; and Chattanooga, Tenn., in 2011.

The groups have already created a joint strategic plan, publish a common magazine, and will now offer one membership. The new organization will be formally built on the non-profit structure of ARM in Illinois and legally renamed.

Amtrak to Open Penn Station Tunnels Friday

Published: November 8, 2012

WASHINGTON – Amtrak plans to reopen three tunnels that provide access to New York's Penn Station by late tomorrow. The tunnels flooded during Hurricane Sandy last week. With them open, Amtrak and commuter rail operators can expand service north, south, and west of New York City. Individual tunnels are expected to open at various times over the next three days.

The Hurricane Sandy storm surge flooded four of six 102-year-old tunnels under the Hudson and East rivers for the first time in their history. Salt water severely damaged signal and electrical systems in three of the four flooded tunnels and Amtrak employees have designed a bypass for the signal system to allow the tunnels to reopen, but more repairs are needed.

“The return of all tunnel access to New York City will be a major milestone in the continued restoration of Amtrak and commuter rail service and for the larger recovery efforts of the Northeast region,” says Amtrak President and CEO Joe Boardman.

Two of the tunnels (known as Line 1 and Line 2) that will reopen this week are under the East River and will support more Northeast Corridor service east of New York and *Empire Service* and other trains that operate to and from Albany, N.Y. When the two tunnels open, each will operate at 80 percent capacity, handling about 32 trains per hour as repairs continue. Two other East River tunnels did not flood and are operating at 100 percent capacity, or at a peak level of about 40 trains per hour.

The other tunnel to reopen, known as the North Tube, is under the Hudson River and will enable expanded Amtrak and NJ Transit commuter service south of New York. In combination with the South Tube, which reopened Oct. 31, the two Hudson River tunnels will operate at about 63 percent capacity, or a peak of about 24 trains per. A normal peak is about 38 trains per hour.

The ability to further increase capacity through the Hudson River tunnels is currently limited by significant flooding damage at a key electrical substation near Kearney, N.J. On Nov. 6, with the assistance of the Army Corps of Engineers, Amtrak brought the flooding under control and de-watered the facility. Crews are now cleaning the equipment, which will be tested to determine the extent of the damage. Amtrak is able to bypass this substation, but because the power used for this section of track now has to supply a longer distance, the number of trains allowed to take power in the longer supply section is to be restricted in order to protect the catenary wires from overheating or tripping the circuit breakers until the substation is back on line for full restoration of service.

The 1930s-era electrical system was built by the Pennsylvania Railroad and inherited by Amtrak when it took control of sections of the Northeast Corridor in 1976. It uses unusual 25Hz current; most modern electrical components are designed for 60Hz current, thus limiting the ability to easily substitute electrical components or bring in alternate power sources.

NS Unveils Veterans' Commemorative Locomotive

Published: November 8, 2012



ALTOONA, Pa. – This morning Norfolk Southern unveiled its latest commemorative locomotive, SD60E No. 6920, at its Juniata Shops in Altoona. Company officials and military veterans were on hand for the event. A special group of 18 NS employees representing all branches of the armed forces were there to cut a yellow ribbon.

A second event with the locomotive is scheduled for Nov. 12 at the railroad's Lamberts Point coal pier in Norfolk, Va., which will be attended by CEO Wick Moorman.

Amtrak's Status Quo Likely to Continue

By Bob Johnston

Published: November 7, 2012

WASHINGTON — After Mitt Romney declared in a January stump speech that he would shut down Amtrak if elected president, transportation issues barely arose in the ensuing election battle. Control of the U.S. House of Representatives, where all spending bills originate, remains in Republican hands, while Democrats solidified their grip in the Senate with a net increase of at least two seats.

Continuation of the current administration means no drastic changes at the Department of Transportation, which may have occurred if Romney had won the White House. The big question at the DOT now is whether Secretary Ray LaHood, a former Illinois Republican congressman and passenger rail proponent, will indeed resign as he said he would prior to the election.

Whether or not he turns control of the agency over to another administrator, the biggest challenge confronting Amtrak is for political advocates in both the House and Senate to champion bipartisan support for continued passenger rail capital investment and sufficient operating grants in the face of polarizing gridlock and looming spending cuts. Many lawmakers who previously took on the challenge such as Sen. Kay Bailey Hutchison, R-Tex., and Rep. Steven LaTourette, R-Ohio, have decided to retire.

One legislator who could assume that role in the Senate is Angus King, who ran as an independent candidate and won the seat held by another retiring rail supporter, Olympia Snowe, R-Me. King was Maine's governor from 1995 to 2003 during the formative years of the Boston-Portland *Downeaster*. He rode the inaugural run last Thursday of to Brunswick, Maine, King's hometown.

At a press conference in Freeport, Maine, today, King told a reporter of the Bangor Daily News, "Some kind of a caucus decision (with either Republicans or Democrats) will be necessary, but it doesn't mean I'll be locked into one side and the opponent of the other side. I want to continue building bridges." He added that, "Former governors tend to be more bipartisan. They also tend to be more action-oriented."

In the House, it is likely that current Railroads Subcommittee chairman Bill Shuster, R-Pa., will assume the chairmanship of the full Transportation and Infrastructure Committee now presided over by John Mica, R-Fla. Although Shuster has consistently echoed Mica in criticizing Amtrak, the Pennsylvania congressman joined 60 other Republicans and all 190 Democrats in voting against a spending amendment in February, 2011, that would have reduced Amtrak's capital grant from \$847 million to \$401 million. If that transition occurs, Shuster will be calling the shots.

Pullman Rail Journeys Begins Operation

Published: November 7, 2012

CHICAGO – The new Pullman Sleeping Car Co. hosted a ribbon cutting ceremony at Chicago Union Station on Nov. 2 prior the inaugural run of its restored cars on Amtrak's *City of New Orleans*. The six cars, operated by Pullman Rail Journeys, were upgraded at a cost of \$6 million. All the cars are painted in the former Illinois Central passenger train colors of chocolate brown and orange with Pullman lettering.

The rebuilding of the cars was designed to be as historically accurate as possible, including re-creations of Pullman textiles, bedding, plates, utensils, and company uniforms. In a nod to the present, the cars were upgraded to Amtrak standards and have wireless Internet access.

"All Pullman employees will live by the service standards of the original Pullman Co. training manual, a document and culture highly regarded as foundational and timeless in delivering client experience excellence," David W. Duncan, general manager of Pullman Sleeping Car said.

The six cars on the inaugural run included:

- Sunset Harbor, a former Southern Pacific baggage dorm,
- Chebanse, an original Florida East Coast car with sleeping and crew accommodations,
- Colorado Pine, a former Louisville & Nashville sleeper,
- Sunset View, a former Santa Fe full-length dome,
- Baton Rouge, an ex-Seaboard Air Line sleeper,
- Pontchartrain Club, a former Illinois Central sleeper observation.

Pullman Sleeping Car's parent company is Iowa Pacific Holdings, which owns and operates several short line railroads in the U.S. and the United Kingdom. It was created in November 2011 and is headquartered in Chicago. Pullman Rail Journeys is an independently owned operator of first-class passenger service on both Amtrak and in private train and charter service. It plans to operate the cars on a scheduled basis between Chicago and New Orleans on Amtrak trains. For more information visit: www.travelpullman.com.

Arc Terminals, CN to Build Crude Oil Terminal in Alabama

Published: November 7, 2012

MOBILE, Ala. – Texas-based Arc Terminals is partnering with Canadian National Railway to build a crude oil transfer terminal in Mobile. The terminal will be capable of handling 75,000 barrels, about 120 tank cars, daily and will be connected via a new pipeline to a nearby Arc Terminals storage facility.

The facility is scheduled to open by June 2013 and initially will handle about 40 tank cars of both Bakken light crude and Western Canadian heavy crude daily. It would be the first tank car crude oil unloading terminal in Alabama.

CN handles expects to move more than 30,000 carloads of crude oil across its system in 2012. Crude oil is one of the fastest-growing commodities on the railroad and CN expects to double its crude oil traffic in 2013.

Arc Terminals owns and operates 11 petroleum product terminals in eight states including Alabama, Illinois, Maryland, North Carolina, Ohio, South Carolina, Virginia, and Wisconsin.

Election 2012: Mixed Results for Rail Projects

By Alexander B. Craghead

Published: November 7, 2012

WASHINGTON – Tuesday's general election yielded mixed results for rail initiatives across the country. Projects in North Carolina and Virginia advanced, while efforts in California, Oregon, and Texas faced setbacks.

In Arlington, Va., voters approved a \$31.9 million transportation bond by a 4-1 margin. The bond includes \$14.6 million for improvements to the Washington Metropolitan Area Transit Authority heavy rail system. Anticipated improvements include infrastructure to support 8-car trains, and additional 7000-series railcars.

In Virginia Beach, Va., voters approved an advisory referendum to advance study of a 10.6-mile extension of Tide light rail through the community. Planning for the extension will continue due to the voters' approval.

Voters in Orange County, N.C., approved a half-cent sales tax hike for transportation improvements. Rail components include partial funding for the construction of a new Amtrak station in Hillsborough, along the *Carolinian* and *Piedmont* routes. Also funded by the tax increase is the construction of a light rail line from the University of North Carolina Chapel Hill to Durham.

Not all rail transportation measures advanced on Tuesday.

In California, Alameda County voters seem set to narrowly defeat Measure B-1, a half cent sales tax increase dedicated to transportation projects. Alameda County is located along the eastern shore of San Francisco Bay and includes Oakland. The additional revenue from the higher sales tax rate would raise \$7.8 billion over the course of thirty years. The county intends to use \$400 million from this source to partially fund a 4.8 mile extension of the Bay Area Rapid Transit from Pleasanton to Livermore. The measure garnered 65.54 % votes in favor, just a few points below the necessary two-thirds voter approval. Officials from the county have stated, however, that there are a significant number of outstanding absentee ballots remaining to be counted, according to a report early Wednesday morning from the San Jose Mercury News.

In Los Angeles, the fate of Measure J, an extension of an existing half-cent sales tax for transportation, appeared set for defeat in the early hours of Wednesday morning. The measure would have extended the existing tax from 2039 to 2069. Several planned transportation projects, including six rail projects mostly related to METRO light rail and subway operations, would have advanced towards construction more quickly. Although the measure received approximately 65% of votes in favor, as with the Alameda measure, this fell short of the necessary two-thirds voter approval to pass.

In Washington State, voters in Clark County, a suburb of Portland, Ore., rejected a one-tenth-of-one percent sales tax increase. The tax increase would have, in part, funded operations for a planned extension of TriMet's MAX light rail over a new Columbia River span and into Vancouver. Meanwhile, in Tigard, Ore., another suburb of Portland, a referendum passed that will require voter approval of any tax or fee intended to fund light rail construction or operations within that city. Both setbacks follow on the heels of a September special election wherein King City, a small suburban city, and Clackamas County, a largely suburban county, passed measures requiring a public vote before public funds may be spent for any form of rail transit.

The largest setback may be the passage of the General Mobility Program Referendum in the Houston area. The program continues a diversion of one-quarter of the sales tax revenue raised by METRO, the region's transit provider, to local jurisdictions. These funds are typically used by the receiving jurisdictions for road projects. The program has come under significant criticism from those advocating the expansion of the METRORail light rail system.

"You cannot do rail expansion if this thing passes," said David Crossley, president of Houston Tomorrow in an earlier report by the Houston Chronicle. "We're not going to do rail expansion ever again."

The sales tax diversion measure passed by a margin of 4-1.

Bakken Oil Increase Shifts Other Traffic Around BNSF

Published: November 7, 2012

FORT WORTH, Texas – With oil shipments increasing, BNSF Railway is shifting some trains to make room for current and future crude oil trains. Senior management recently communicated that most double stack trains operating between Chicago and the Pacific Northwest would be rerouted away from the Northern Corridor, via Minot, N.D., and shifted to the Central Corridor via Lincoln and Alliance, Neb. From Nebraska, the trains would operate through Wyoming and across Montana Rail Link. High priority "Z" trains would be unaffected by this change. Double stack trains that originate and terminate in St. Paul, Minn., bound for Tacoma, Wash., will also continue to operate via the Northern Corridor at this time.

BNSF's coal shipments are soft and the excess crews available on the Central Corridor allow the extra trains to be easily absorbed. This will also take the strain off other terminals on the Northern Corridor where crew shortages in and near the oil-producing region have continued to hamper fluid operations at times.

BNSF's Northern Corridor consists of former Great Northern Railway, Northern Pacific Railway, and Chicago, Burlington & Quincy Railroad routes between Chicago and Spokane, Wash. Amtrak's *Empire Builder* also uses portions of the route west of St. Paul, Minn. The Central Corridor is the former Burlington route through Galesburg, Ill.; Lincoln and Alliance, Neb.; Gillette, Wyo.; and Billings, Mont.

Ongoing Tunnel Repair Thins Northeast Service

Published: November 6, 2012

By Bob Johnston

NEW YORK — Through Wednesday, Amtrak has cancelled the New York-Philadelphia leg of eight New York-Harrisburg, Pa., round-trips; six Boston-Washington *Acela Express* runs; and an additional three *Acela Express* round-trips between Boston and New York. Another 12 *Northeast Regional* trains are either cancelled or terminated short of New York Penn Station.

The north tunnel under the Hudson River and two of four East River tunnels were still out of service as of Monday evening, limiting Amtrak's service to New York City. "Outstanding issues are being addressed on an around the clock basis," Amtrak spokesman Cliff Cole told Trains News Wire. Seawater in those tunnels rose to inundate signal wiring. In addition, electrified third rail equipment must be tested and replaced if necessary. The biggest choke point is under the East River, where Lines 1 and 2 completely flooded.

The four tunnels there not only must accommodate all Long Island Rail Road trains, but also handle all non-revenue moves into Amtrak's Sunnyside Yard servicing facility in the borough of Queens. *Empire Service* trains enter Penn Station on low-numbered tracks on the south side of the station and normally utilize Lines 1 and 2 to go to Sunnyside with their dual-mode P32DM Genesis locomotives to turn around on the loop track there. Until those tunnels are functioning again, most trains to and from Albany-Rensselaer, N.Y., are operating as shuttles with locomotives on each end. That is also why the New York section of the *Lake Shore Limited* continues to turn at Albany.

Amtrak has no estimated date for the complete restoration of service.

Brazil to Build High Speed Rail Line

Published: November 6, 2012

BRASILIA, Brazil – Brazil's federal government will kick off a tender offer in mid-November for the construction and operation of a Rio de Janeiro-São Paulo-Campinas bullet train, Business News Americas reports.

The 317-mile route, formally known as the EF-222 line, will run through the cities of Campinas, Guarulhos, São Paulo, and São José dos Campos in São Paulo state, and Volta Redonda, and Barra Mansa in Rio de Janeiro.

The initiative includes building the railroad, providing rolling stock, and monitoring the subsequent operation and maintenance of the system. It has been budgeted at \$16.3 billion.

To date, several groups are eligible to submit proposals under the bidding process outlined by the government. They include Korea's Hyundai and Samsung, France's Alstom, Germany's Siemens, Canada's Bombardier, and Japan's Hitachi, Mitsubishi, and Toshiba.

Most Commuter, Transit Service Up and Running in Wake of Sandy

Published: November 5, 2012

NEW YORK – Seven days after Hurricane Sandy made landfall in the Northeast on Oct. 29, most commuter trains and transit agencies have resumed service. The notable exceptions are NJ Transit in New Jersey, and selected subway lines of New York's Metropolitan Transit Authority.

Here is the current status of commuter rail and transit agencies operations as of Monday, Nov. 5:

Long Island Rail Road: The railroad will operate a modified schedule on all branches except the Long Beach branch. Trains on the Ronkonkoma Branch will not operate east of Ronkonkoma, and trains on the Montauk Branch will not operate east of Speonk. With two East River tunnels operated by Amtrak into Penn Station out of service due to flooding, train service will operate at reduced levels.

Maryland Department of Transportation: All MARC commuter trains and light rail service resumed Oct. 31.

Massachusetts Bay Transportation Authority: Most commuter, light rail, and subway service in the Boston area resumed on Oct. 30.

Metro-North Railroad: Full service resumed on all three of its main lines on Nov. 3. Limited service resumed Nov. 4 on the Port Jervis Line, following a weeklong suspension. There are four trains in each direction on the Port Jervis Line making all local stops between Port Jervis and Secaucus Junction. Service on NJ Transit between Secaucus and Hoboken remains suspended. Metro-North will resume service on its branch lines east of the Hudson River today. Buses are serving the New Canaan Branch in Connecticut, where falling trees damaged overhead wires. Buses will make connections to rail service.

New York City Transit: Subway service on the 4, 5, 6, 7 and J lines was restored Nov. 3 along with limited service on the Staten Island Railway.

M line subway trains are now running local between Jamaica Center - Parsons/Archer and Metropolitan Ave. via the Williamsburg Bridge. Limited F service is operating between 179th St and Avenue X, and Q Line service is operating between Kings Highway and Astoria-Ditmars Blvd. The Franklin Avenue Shuttle is also operating limited service. On Nov. 4, the 1 Line was extended south to 14th Street. The 2 Line was also extended and is now running from 241 Street in the Bronx to Flatbush Avenue in Brooklyn. 3 line service has resumed from 148th Street to New Lots Ave. Limited service has resumed on the D line from 205th Street in the Bronx to Bay Parkway in Brooklyn.

NJ Transit: Effective Nov. 4, four lines resumed limited service. These were:

- The North Jersey Coast Line to New York Penn Station, operating between Woodbridge, N.J. and New York. Service between Bay Head, N.J., and Woodbridge remains suspended.
- The Raritan Valley Line between Raritan, N.J., and Newark Penn Station. Service between High Bridge and Raritan remains suspended.

- The Main/Port Jervis Line, with trains originating and terminating in Secaucus, N.J. Service between Secaucus and Hoboken remains suspended until further notice.
- The Atlantic City Line operating between Atlantic City, N.J., and Philadelphia operating on its normal schedule.

NJ Transit trains are in operation along Amtrak's Northeast Corridor between Trenton, and New York Penn Station, with the exception of service to Jersey Avenue. Service continues to operate on a special schedule.

The agency is also implementing an emergency bus service with access to ferries and light rail in Hoboken, Weehawken, Jersey City, and Manhattan. This temporary emergency service is anticipated to provide approximately 50 percent of NJ Transit's normal rail rush hour service. The agency said emergency conditions still exist across its system and will continue for some time for regular commuters. For instance, NJ Transit normally operates 63 trains into New York Penn Station during the morning peak. Today, the agency will only be able to operate 13 trains into New York during the peak – pending repairs to be completed by Amtrak.

Service on the Bergen Line, Pascack Valley Line, Montclair-Boonton Line and the Morris & Essex Lines remains suspended.

Port Authority Trans-Hudson: PATH service remains suspended due to extensive damage to signal, control, and substation equipment at multiple stations on the system.

Shore Line East: Shore Line East resumed full commuter service between New Haven and New London, Conn., on Nov. 2.

Southeastern Pennsylvania Transportation Authority: All SEPTA lines and the PATCO line between Philadelphia and Camden County, N.J., resumed operation on Oct. 31.

Virginia Railway Express: Commuter train service on both VRE line.

My Favorite Railroad Commercial, Ever

By Fred Frailey
November 1, 2012

How long has it been since you've been drawn in and captivated by a railroad's television commercial, one that makes a strong point and yet is entertaining and, yes, enjoyable? I went so far in one of my first columns for Trains to write that to most people, "railroads are big, impersonal, faceless entities that wake you up at night when you don't want to be romanced by a whistle and block your way home as 170 cars roll by at 15 mph." The point I was making is that railroads do a poor job relating to the public, and their failure could come back to bite them.

Now I come in praise of Norfolk Southern for its captivating commercial appearing in recent weeks on CNN, Fox News, and other channels. "City of Possibilities" is cute, warmhearted, and captivating, while packing a powerful message that comes at the conclusion.

It begins with a boy and his dog in his bedroom, playing with model trains. Before dad turns out the light, he loads a final hopper car with marbles. With the boy asleep, his imaginary world wakes up. The NS model locomotive begins moving with the marbles. Dolls and slinkies climb out of the toy chest and go to work on toy tractors to build a bedroom city. The dog is bewildered. Before you know it, the bedroom is filled with marvelous activity. You see toy containers being hoisted onto flat cars. Through all this roars that NS freight train, while the voiceover says, "Wherever trains go, the economy comes to life. Norfolk Southern: one line, infinite possibilities."

What I've just written hardly does justice to this marvelous animation, created for NS by its ad agency, RP3 Agency of Bethesda, Md., and by The Mill of New York, a producer of computer-generated graphics.

The triumph of "City of Possibilities" is that it marries the fascination that children have with trains with the importance of railroads in our real daily lives, and does so in a manner that will draw in viewers young and old. Well done, Norfolk Southern. NS presently plans to air this commercial through November 11 on CNN and Fox News and through December 30 on PBS' Washington Week. Like the bedroom with the sleeping boy, it may be revived next spring.

Doug Riddell's New Gig

Fred Frailey
November 1, 2012

I got to know Doug Riddell just like many of you did, through his monthly column in the pages of *Pacific Rail News* and subsequently *Rail News*. A locomotive engineer most of his adult life (and before that a radio disc jockey), Doug's true calling is storytelling. Doug can spin more railroad stories than Santa Claus has Christmas presents. I once asked two Washington, D.C., based Amtrak engineers whether they knew Doug Riddell. Both nodded yes. Does he ever stop talking, I inquired? Both shook their heads. That's Doug, who loves railroading and loves people. Combine those attributes with a God-given gift as a writer and a heart as big as Virginia, and you have an extraordinary person.

Doug's railroad life began on May 23, 1977, when he marked up as a switchman for Seaboard Coast Line in Richmond, Va. "Oh God, Rosie," said one of the SCL old timers when Doug showed up the first day with a camera, "they're hired one of those *** buffs." Replied Rosie: "You think his crew will get anything done today, or will they just pose for pictures?" Yes sir, Doug Riddell (pronounced Rid-DELL) can tell a story, particular one that pokes fun at himself. What you just read is a snippet from his book, *From the Cab: Stories from a Locomotive Engineer*, published in 1999 by Pentrex Media Group.

Doug became an SCL engineer. In 1986 he migrated to Amtrak and ever since has jockeyed trains south of the national capitol. His assignment until December 17 is to run the northbound *Silver Meteor* from Richmond to Washington before dawn, and that afternoon's *Silver Star* back to Richmond.

And after December 17? That is what prompts this note. At age 63, he's retiring. As he wrote to friends last night: "The last sentence in my book reads, 'There's no place I'd rather be.' Well, yes and no. When you love your job, it's never work. But at some point, there's life beyond your chosen vocation." He wants to resume writing about and photographing railroads. He and wife Sandy live near Ashland, a pretty town just north of Richmond. "Between the Buckingham Branch's operations and CSX's main line, we hear trains passing constantly, so I'll always be reminded of the wonderful career I've enjoyed, the great friends I've had, and people I've worked with." And to keep up with goings on at Amtrak, he has his son Ryan, age 28, also an Amtrak engineer.

Going to retire and write about railroads. Gosh, that has a familiar ring. Doug, your fun is only starting.

Senators Expedite Funds for NJ Transit Hurricane Recovery

Published: November 16, 2012

WASHINGTON – New Jersey senators Frank R. Lautenberg and Robert Menendez have worked with the Federal Transit Administration to expedite \$25 million in hurricane recovery funding to NJ Transit. The expedited deal cuts 26 days off the time it normally takes to distribute Surface Transportation Program funds.

"This federal funding will help New Jersey Transit get commuter trains running again as quickly as possible," said Lautenberg. "While New Jersey recovers from [Hurricane] Sandy, we are committed to providing our communities with the resources they need, but this is only the beginning. Our recovery will not be complete without rebuilding our transportation system and expanding rail service to prevent disruptions like this from happening again."

"The federal government remains committed to cutting any red tape necessary to speed our recovery, and I am glad we could help in that effort," said Menendez. "NJ Transit is suffering from enormous new costs to restore service, while at the same time seeing decreases in revenues, so this funding is critical in helping them get through this cash crunch."

The FTA already owed the \$25 million in funding to NJ Transit, but the agency will now have access to the funds a month earlier.

Long Island Rail Road Restores Limited Service on Long Beach Branch

Published: November 15, 2012

NEW YORK – Yesterday, the Long Island Rail Road began operating shuttle train service between Long Beach and Lynbrook, N.Y., on weekdays from 4:58 a.m. to 8:58 p.m. The shuttle trains run hourly during peak periods and every two hours during the off peak period. Passengers can connect at Lynbrook for trains to Brooklyn or board Penn Station bound trains at Jamaica, N.Y.

Because Hurricane Sandy damaged the Long Beach line's electrical system, the LIRR is using diesels to pull the four-car trains. Officials said they expect the diesel shuttle to stay in service for at least three weeks.

The hurricane imposed significant damage on the Long Beach line, where tracks and electrical components were submerged under four feet of salt water and sewage. Four electrical substations blew out, and nearly two-dozen boats and personal watercraft washed up on the tracks.

On an average weekday, 20,000 riders use the Long Beach Branch.

Iowa Interstate Opens New Locomotive Shop

Published: November 14, 2012

SOUTH AMANA, Iowa – The Iowa Interstate Railroad has opened a new locomotive maintenance shop and crew center near South Amana. The facility has been formally designated as the Dennis H. Miller Locomotive Maintenance Works, honoring the company's former president, who served in that capacity from July 15, 2004 until April 30, 2012. He is currently the vice chairman of the railroad's board of directors.

The new facility encompasses 30,000 square feet and is equipped with overhead cranes, fall protection, and underground walkways. Up to four locomotives can be worked on indoors at one time. The facility also has fueling and sanding stations, and a locomotive wash bay. The facility will employ roughly 40 people. It replaces a smaller shop building in Iowa City.

Founded in 1984, Iowa Interstate operates over 600 miles of former Rock Island track between Chicago and Council Bluffs, Iowa, with a branch between Bureau Junction and Peoria, Ill. The railroad is based in Cedar Rapids, Iowa, and is a subsidiary of Pittsburgh-based Railroad Development Corp.

Miami-Dade Transit to Replace Rail Car Fleet

Published: November 14, 2012

MIAMI – The Miami-Dade County Commissions recently approved a resolution authorizing Miami-Dade Transit to contract with Ansaldo Breda to replace its aging fleet of Metrorail cars. The agency will acquire 136 new rail cars for \$313.8 million. Delivery of the first six cars is expected in 2015 with the remainder of the order to be delivered by the end of 2017.

The new cars will include:

- Interior bicycle racks
- Wi-Fi connectivity
- Digital signs that display the name of the next station
- Digital displays with media content, including advertisements
- High-quality audio announcements
- High-efficiency air conditioning units that will provide greater cooling capacity

Metrorail operates a 24-mile elevated system throughout the Miami area. The system handles about 65,000 weekday riders.

North Dakota Breaks Oil Production Record

Published: November 14, 2012

BISMARCK, N.D. – The state of North Dakota produced more crude oil through the first nine months of 2012 than it did in the entire previous year, reports the Fargo-Moorhead Forum. According to the North Dakota Department of Mineral Resources, the state produced 173.9 million barrels of oil during that period. The previous year's record stood at 152.9 million barrels. At the current rate of production, the year-end total will top the previous year's by more than 50 million barrels.

North Dakota is now the second largest producer of crude oil in the U.S., behind Texas, and produces 12 percent of the total U.S. crude oil output. Six years ago the state ranked sixth with only 1 percent.

Railroads are experiencing a traffic boom in North Dakota and eastern Montana from crude oil traffic. New oil-loading infrastructure is currently under construction at a number of locations throughout the region.

NJ Transit Restores Limited Service on Montclair-Boonton Line

Published: November 14, 2012

TRENTON, N.J. – NJ Transit will resume limited New York and Hoboken service on the Montclair-Boonton lines, effective this morning. The limited service will operate in the peak periods between 6 a.m. and 10 a.m., and 4 p.m. and 8 p.m. with one train to Penn Station New York per hour and one train to Hoboken Terminal per hour.

During the off-peak hours, service will also operate on a limited basis due to single-track operations. These off-peak trains will make stops between Penn Station New York and Montclair State University.

As part of the restoration of the Montclair-Boonton Line, NJ Transit electric traction workers, maintenance-of-way staff, and signal maintainers removed fallen trees, replaced signal wires and power systems, and repaired rail damage. Testing of the Montclair-Boonton Line tracks, switches, and power and signal systems was completed Tuesday.

North Carolina Amtrak Station Advances in Planning

Published: November 14, 2012

RALEIGH, N.C. – The North Carolina Department of Transportation is advancing plans for a new \$60 million Amtrak station in Raleigh, the News Observer reports. The new station will reuse an old warehouse located in the junction near Martin and West streets in downtown.

The new station is expected to open in early 2017 and will replace the current facility located a few blocks southeast on Cabarrus Street. Local leaders hope the new station will accelerate the neighborhood's urban renewal.

The new station site sits within the wye formed by CSX Transportation and Norfolk Southern tracks. Passenger will enter by walking or driving beneath active freight lines. It will also be the first station in the state to be equipped with high-level boarding platforms on two new station tracks. The station design also features a 4,000-square-foot waiting room with 30-foot ceilings. The station design also accommodates potential future rail commuter service.

Amtrak operates four daily trains through Raleigh, including the *Carolinian*, *Silver Star*, and two *Piedmont* round trips.

NRHS Announces 2013 Rail Camp Season

Published: November 13, 2012

PHILADELPHIA – The National Railway Historical Society will hold its popular Rail Camp again in 2013 in Scranton, Pa., and Tacoma, Wash. The annual program is open to all current high school students. Students attending Rail Camp will learn about both modern railroading and historic preservation.

The Scranton session is scheduled for July 6-12 and the Tacoma session for July 28-Aug. 3. Final program content, pricing, and registration material for the 2013 season will be available in December and posted to the NRHS website at www.nrhs.com.

Apple Pays Swiss Railway \$21 Million for Clock Design

Published: November 13, 2012

BERN, Switzerland – Apple Inc. has paid \$21 million to Swiss Federal Railway for use of its clock design on the latest version of its iOS mobile operating system, according to NBC News. The operating system is used on the wildly popular iPhone, iPad, and iPod product lines. Apple used the patented design, which is well-known in Europe, without first licensing it, said the Swiss railway operator.

Swiss Federal Railway, widely known by the German abbreviation SBB, manages 2,000 miles of track and carries 356 million passengers annually.

Pennsylvania Awards Grants for 24 Rail Projects

Published: November 13, 2012

HARRISBURG, Pa. – Twenty-four freight rail projects across Pennsylvania will receive a total of \$18.6 million in state funds. Of the grants, \$13.2 million will be distributed through the Capital Budget/Transportation Assistance Program, and \$5.3 million will come from the state Rail Freight Assistance Program. Authorized by the Pennsylvania General Assembly, the grants are administered by the Pennsylvania Department of Transportation's Bureau of Rail Freight, Ports, and Waterways.

The recipients, by county, include:

- Allegheny County: Allegheny Valley Railroad Co. – \$1.6 million for the final phase of Glenwood Yard reconstruction.
- Beaver County: Nalco Co. – \$250,000 to install two spurs and equipment for loading and unloading. Nicholas Enterprises, Inc. – \$415,870 for track rehabilitation.
- Berks County: East Penn Railroad – \$231,000 to expand existing siding and rebuild former yard tracks along the Lancaster Northern Siding.
- Bradford and Wyoming counties: Lehigh Railway – \$700,000 to rehabilitate five bridges and replace worn rail and deteriorated ties.
- Chester, Lehigh and Montgomery counties: East Penn Railroad – \$465,500 to rehabilitate track.
- Clearfield County: RES Coal – \$505,848 to rehabilitate siding and construct new track.
- Crawford and Venango counties: Oil Creek & Titusville Lines – \$65,250 to rehabilitate a bridge.
- Erie County: Erie Western Port Authority – \$700,000 to expand siding into the Donjon Shipbuilding and Repair facility. Rehrig Pacific Co. – \$236,253 to rehabilitate track to serve the company's facility.
- Fayette County: Brownsville Marine Products – \$250,000 to install a rail spur and conveyor system. Fay-Penn Industrial – \$1.2 million to rehabilitate track on the Southwestern Pennsylvania Railroad FM&P subdivision line.
- Indiana and Jefferson counties: Buffalo & Pittsburgh Railroad – \$2.1 million to rehabilitate track in the Riker Yard and to expand track in Homer City.
- Lancaster County: Landisville Railroad – \$448,000 to complete track rehabilitation.
- Luzerne County: Redevelopment Authority of Luzerne County – \$168,385 to rehabilitate seven railroad bridges in Avoca, Kingston, and Wilkes-Barre.
- Lycoming County: SEDA-COG – \$3.5 million to replace a railroad bridge over Loyalsock Creek that was destroyed as a result of flooding in 2011.
- McKean County: American Refining Group – \$1.9 million to rehabilitate 3,700 feet of track and add new loading racks for the refining facility.
- Philadelphia County: Philadelphia Industrial Development Corp. – \$53,585 to rehabilitate track.
- Somerset County: Johnstown Industrial Development Corp. – \$338,723 to rehabilitate a bridge and track leading into Que Industrial Park.
- Tioga County: D&I Silica – \$1.6 million to expand the company's terminal in Wellsboro.
- Union County: Lewisburg & Buffalo Creek Railroad – \$87,880 to rehabilitate the railroad's Buffalo Creek Bridge and St. George Street overpass in Lewisburg Borough.
- Washington County: Wheeling & Lake Erie Railway – \$1.1 million to construct a new siding.
- Westmoreland County: Alumnisource – \$355,000 to re-establish a connection between the company's facility and a CSX line. Three Rivers Marine – \$302,500 to construct new track and to rehabilitate storage track.

North Carolina Steamer to Return Home

By Wayne Laepple

Published: November 12, 2012

BONSAL, N.C. – Cliffside Railroad No. 110, a Vulcan 2-6-2, will return to the Tarheel State after nearly 50 years. Georgia's Stone Mountain Memorial Association donated the locomotive to the North Carolina Railroad Museum.

Vulcan Iron Works built the Prairie-type locomotive in 1927 for logging service in Florida. It came to the Cliffside, a 3.7-mile textile carrier, in 1933. The locomotive was one of the last steam locomotives in freight service in North Carolina when it was retired in 1962.

No. 110 was sold in 1963 to the Swamp Rabbit Railroad, a tourist line in Cleveland, S.C., and in the late 1960s it went to Stone Mountain, where it was named Yonah II. It hasn't steamed in several years and will require an extensive overhaul.

The engine will be moved to the museum's site at Bonsal in early 2013. The all-volunteer New Hope Valley Railroad operates a Vulcan 0-4-0T along with several diesels on its line between Bonsal and Apex, near North Carolina's "Research Triangle" region.

Amtrak, NJ Transit to Expand Service to New Jersey

Published: November 12, 2012

NEW YORK – Amtrak and commuter railroad NJ Transit will begin expanded service between New York and New Jersey today. The service expansion follows cleanup and repair efforts in the East River and Hudson River tunnels, which were damaged by flooding during Hurricane Sandy.

Beginning today, there will be a total of 24 Amtrak and NJ Transit trains per hour in both directions between New York and New Jersey, or about 63 percent of normal weekday capacity. A normal peak is about 38 combined trains per hour in both directions.

“The opening of the East River and Hudson River tunnels reflects the tireless efforts of both Amtrak and New Jersey Transit to restore this vitally important transportation link into and out Penn Station,” said Joe Boardman, president and CEO of Amtrak. “Each agency has committed all of its available resources to this recovery effort and we will continue to work together until full service can be restored.”

The next step in the service restoration plan is to address damage to an Amtrak substation in Kearny, N.J. Flood damage to the substation has substantially limited capacity on the Northeast Corridor. With the restoration of the substation expected to continue into the coming weeks, service into and out of New York Penn Station will continue to be limited. NJ Transit has implemented an extensive emergency bus and ferry plan to help relieve congestion along the Northeast Corridor and bring passengers into Manhattan.

To see a map of the no-cost bus and ferry options from points within central and northern New Jersey, visit njtransit.com.

Three Receive R&LHS Railroad History Awards

By John Gruber

Published: November 12, 2012

The Railway & Locomotive Historical Society has given railroad history awards to three individuals: Theodore Kornweibel Jr. of San Diego, Calif.; Eric Powell of Carmel, Ind.; and John O. (Jack) Holzhueter of Mazomanie, Wis. All three have contributed significantly to the understanding and interpretation of railroad history, according to Mark Entrop, R&LHS awards committee chairman. The organization is currently working through a backlog of awards from years past.

The David P. Morgan Article Award for 2010 went to Eric Powell for “When Race Fans Took the Train to the Indy 500” in the summer 2009 issue of *Classic Trains*. The year 2011 article award went to Jack Holzhueter for “Olive Dennis: B&O Polymath” in Vol. 24 of *Railroad Heritage*, the publication of the Center for Railroad Photography & Art. The award is named in honor of the longtime *Trains Magazine* editor.

R&LHS awarded the 2011 George M. and Constance W. Hilton Book Award to Theodore Kornweibel Jr. for *Railroads in the African American Experience: A Photographic Journey*, published by Johns Hopkins University Press in 2010.

Powell, who has worked for the Indiana Rail Road since January 2011, wrote about special trains that operated on the Peoria & Eastern Railway to and from the Indianapolis Motor Speedway through 1963. “This is an enjoyable and informative article about a little-known operation,” Lyle Key, member of the R&LHS award committee, noted in the award citation.

Holzhueter is a consultant to the CRP&A and a retired researcher/editor for the Wisconsin Historical Society. The article, a collaborative effort, began with Shirley Burman Steinheimer’s files about women railroaders. “We are indebted to Jack Holzhueter and those who assisted him for doing the requisite research and writing this fascinating article about a truly remarkable woman,” Key noted.

Kornweibel is professor emeritus at San Diego State University, has a Ph.D. in African American Studies from Yale, and is a volunteer at Pacific Southwest Railway Museum in Campo, Calif. “The book of which we now speak is, therefore, a logical outcome of a sort of intellectual cross-fertilization, which in itself would not be so remarkable were it not for the stark reality of the fact that this is the only such book written to date,” Louis Marre, professor emeritus at the University of Dayton, wrote in the award citation.

The R&LHS was founded in 1921 and is the oldest organization in North America devoted to railroad history, and among the first anywhere to pursue formal studies in the history of technology. Its object is to promote research and to encourage preservation of documentation about business history, finance, labor history, and biography as well as technology.

Metro-North Working to Restore Service on New Canaan Branch

Published: November 12, 2012

NEW YORK – Metro-North Railroad is continuing repairs on the 7.9-mile New Canaan Branch in Connecticut. Damage elsewhere from last week’s nor’easter diverted manpower from equipment repairs and tree damage on the branch caused by Hurricane Sandy. “Although the branch is only a single track and only eight miles long, there are 37 locations where work is needed, some worse than others,” Metro-North spokeswoman Marjorie Anders told the Stamford Advocate.

Metro-North said train service expected to resume no later than mid-week. Since Nov. 5, the railroad has substituted bus service for trains on the line, Anders said. About 600 people have been using the bus service during peak hours, about a third of the total during normal rail service.

The winds and snow from the nor'easter knocked trees down onto the south signal wire east and west of the Cos Cob station and blew fiberglass-insulating rods on the Norwalk River moveable bridge, Anders said. The rods were originally cleaned and repaired after shorting out from saltwater spray during Hurricane Sandy in hopes they would work until replacements could be installed.

"One thing is certain, our linemen are tired," Anders said. "They have been working 16-hour shifts since this began."

The Florida East Coast Miracle

By Fred Frailey

November 18, 2012

We're learning more about the Miami-Orlando passenger service that Florida East Coast is ramping up, thanks most recently to release of an environmental impact statement covering the 66 miles between downtown Miami and West Palm Beach. Forgive me if I seem to obsess on this subject, but had you told me a year ago that this would happen I would have laughed you down, declaring that no private company would be so foolhardy to attempt this without heavy government subsidy.

As a matter of fact, FEC Industries, the parent company, revealed in the EIS that it may apply for a low-interest RRIF (Railroad Rehabilitation and Improvement Financing) loan from the Federal Railroad Administration. But still, FECI is spending at least \$1 billion of borrowed money (or that of its owner, Fortress Investment Group), is confident the economics will work, and I respect them for plunging into this when the governor of their own state of Florida is too timid to accept *total* federal financing of a high-speed rail line linking Tampa and Orlando. But don't get me started

The EIS reveals that the startup date will be sometime in 2015 rather than in 2014, as had been originally announced. This shouldn't surprise you, given the enormity of the work that lies ahead: Just the Miami-West Palm segment will involve double tracking 49.2 miles of railroad (some 16 miles is already two-track), rebuilding three bridges to accommodate a second track, rehabbing four sidings, upgrading 134 of the 183 highway and pedestrian crossings (yes, that's almost three per mile), building three substantial stations (Miami, Fort Lauderdale, and West Palm Beach), and converting the present intermodal terminal in Fort Lauderdale into a maintenance base. Seven bridges would continue to be single track, with Number 24 turnouts at each end to connect to the double tracks; such turnouts at other locations have supported speeds of 60 mph or more.

The dozen or more passenger trains running in each direction would be powered by two locomotives and pull seven cars, although station platforms will permit nine-car trains if needed. Both coach and business-class seating will be offered. Speed limits on this segment will be held to 79 mph, probably in light of those scores of roads and the dense urban development of this part of the route. All Aboard Florida, the FECI subsidiary established to run this new service, has said earlier that it plans on 90-mph operation between West Palm Beach and Cocoa, and hopes to operate at up to 120 mph between Cocoa and Orlando International Airport on new track it will construct.

Now to the stations: Miami's four-track terminal is by far the most substantial, occupying some nine acres at the site of FEC founder Henry Flagler's original passenger station. The illustration on the right shows the space it would occupy; don't take the proposed buildings in the sketch literally. The plan is for a 60,000-square-foot station with another 30,000 square feet for retail stores. The site could also encompass two midrise towers for a 200-room hotel, 400 condominium units, and 375,000 feet of office and retail space, plus parking for 1,050 vehicles. The plan is for the tracks to go beneath the Dolphin Expressway at grade. Immediately afterward, at Eighth Street, a freight lead to the Port of Miami would separate as the passenger tracks rise on a 3 percent grade to achieve a height of 45 feet at station level. The station platform would extend from just south of Seventh Street to just south of Fourth Street, ending opposite the federal courthouse. Design of this station will be done by the Skidmore, Owings & Merrill, architects of Freedom Tower that occupies the former World Trade Center in Manhattan.

The stations in central Fort Lauderdale and West Palm Beach will be far smaller and include no hotel or office development. As in Miami, each would have raised center platforms between the two tracks.

Interestingly, the EIS envisions no adverse impact on Florida East Coast freight trains. The railroad ran an average of 23 through freights a day over this segment in 2006, versus just ten today, due largely to longer train lengths, the report states. The intermodal yard in Fort Lauderdale that will become the maintenance base for passenger trains is being replaced by a new on-dock intermodal facility at Port Everglade that opens before the passenger service begins.

North of West Palm Beach, All Aboard Florida plans to run its trains nonstop the remaining 165 or so miles to and from Orlando. Still to come are environmental impact statements for West Palm-Cocoa (reinstate double track) and Cocoa-Orlando (build new railroad, mostly in the middle of an interstate highway).

We've yet to learn who will make the locomotives and passenger cars, and whether the cars will be single or bi-level. And I would dearly love to see the assumptions Florida East Coast uses — the projected fares the service might command and the ridership it might attract. On those assumptions rest the success or failure of this very risky but commendable undertaking. Alas, such numbers are not part of any environmental impact statement.

What's Bigger Than Coal in Rail's Future?

Fred Frailey

Tue, Nov 13 2012 11:06 AM

Within eight years, the biggest producer of oil in the world will be ... yes, the United States of America. Bigger than Saudi Arabia and any of the other sheikdoms. So says the International Energy Agency, a Paris-based organization that The Wall Street Journal describes as a highly regarded source of information on global energy policies.

Moreover, the IEA also predicts that by 2030 natural gas will be an even bigger source of energy in the U.S. than oil. All this flows from the revolutionary advances in oilfields that combine fracturing of energy-bearing shale formation with directional drilling.

So are you thinking what I'm thinking? To the railroads, the consequences of these developments are life-altering. First of all, today's biggest source of business, coal, will never in our lives be what it is now in terms of car loadings. Cheap natural gas trumps coal on price and environmental cleanliness. Substitution of gas for coal is inevitable and will occur with increasing frequency no matter which political party reigns in Washington. It's a given.

That's the bad news, so to speak. The good news is that a world of opportunity beckons the railroads, if they will only pay attention and act in their own long-term (as opposed to short-term) interests. The oil that is coming from these newly exploited shale formations (and from the Canadian tar sands in Alberta) has to move. But it is being mined in parts of the country (such as North Dakota and south Texas) where the oil industry has not had a big footprint in times past. Pipelines to many of these locales simply do not exist today, nor will they for several more years at the least. Herein lies the opportunity for railroads.

Yes, you can move oil more cheaply through a pipeline than you can aboard a train. So what? You can also move grain more cheaply by barge than you can by train. But look at the reality of the grain market today:

Waterways carry an important but small amount of the grain. Railroads, on the other hand, move by far the largest share to market. They can do this and seemingly defy the laws of economics because they exploited their advantages. Waterways go some places. Railroads go practically everywhere. Waterways are slow, railroads much faster. Waterways don't adapt well to change. Railroads constantly reinvent themselves; just look at the variety of unit grain train services that shippers can choose.

OK, so today the pipelines are caught off guard. Their ability to take oil from North Dakota, for example, is limited. Every incremental barrel brought to the surface in that state today must leave by train. And are North Dakota's railroads willing and able? Oh my gosh, yes! BNSF Railway by itself now has the loading capacity to move more barrels per day (1 million) from North Dakota than the state's drillers can produce. Even when the Keystone XL pipeline is built through North Dakota from Canada, the XL will be able to move only 100,000 barrels a day of the oil produced there.

Up to this point, most thinking about transporting America's growing gusher of oil has been conventional, in-the-box. Not long ago at a reception, I encountered Harold Hamm, founder and chief executive officer of Continental Resources, the biggest oil producer in North Dakota. I asked him what role railroads would play in oil transportation in the future.

"Marginal, very little," he replied dismissively. As soon as pipelines are built to the shale oil fields, that's it for railroads.

And he's right, unless railroads begin thinking outside of the box and seize the day. On the East Coast, in New Jersey and Pennsylvania, oil refining has been a losing bet. Refiners pay the world (Brent) price for their crude oil rather than the far cheaper U.S. (Cushing) price. Why?

Because pipelines that serve places like Texas and Louisiana send the oil to Cushing, Okla., and not to the East Coast.

But the availability of railroads to bring cheap North Dakota oil to the New Jersey and Pennsylvania refineries has changed everything. Instead of closing, these refiners are back in business again. It costs less to pay a railroad to bring this oil to the East Coast than it does to buy it on world markets at the Brent price.

The challenge now to railroads is to perpetuate what the Harold Hamms see as a temporary phenomenon. BNSF Railway needs to think of ways to make itself indispensable to the oil industry for all time. In other words, it and the other big railroads need to persuade the oil producers to become their partners. You do this by devising low-cost transportation solutions to achieve long-term results. The short-term opportunity is to charge every penny possible to desperate oil customers. Do this, and they will flee to pipelines at the earliest possible moment. The long-term opportunity is to provide service to end users of oil that the pipelines are ill prepared to reach.

Can they do this? Of course. It's why waterways don't rule the world despite their cost advantage. You don't move rivers, but you can change the destination of a unit grain train with a single email.

More important, will railroads think and act long term? I think so. I just hope they don't waste precious time coming to this conclusion.

Looking for a Future for the Past with Tourist Railways and Museums

Jim Wrinn

November 5, 2012

MONTREAL — I'm in Montreal this week for the annual joint conference of the Association of Railway Museums and Tourist Railway Association. It is a meeting that I always enjoy because of its seminars and field trips. I grew up in the 1960s and 1970s, when railway preservation was in its infancy, and I've been involved in it directly through volunteer work at the North

Carolina Transportation Museum since 1986. So this is a homecoming of sorts for me — the chance to visit with the current keepers of railway history's flame. The torch is passed from one generation to the other all the time as new volunteers, new employees, new managers, new owners come to put their spin on tourist railroads and museums.

I'm anxious to see how the industry is doing. At the onset of the recession in 2008, I confided with an official of the tourist group that I was worried that many of the groups at the annual meeting *Trains* magazine co-sponsored that year would be in trouble. We both wondered how many would be back the following year or the year after. To our surprise and delight, the fallout from the recession has been slight. That's not to say that tourist railroads or museums aren't feeling the effects of the recession. Many are just scraping by or have had to make drastic changes to business plans to stay alive. But to date, thank goodness, few of the wounds have been fatal.

The tide of professionalization that has been sweeping across the industry for about 20 years has led the museums group and the tourist railroad group to merge their organizations. They've already done that for the most part with joint meetings, a joint newsletter, and other housekeeping activities. On Thursday, they'll vote to finalize a merger. It's unsettling to some, as both the museums association and the tourist association have been important catalysts for change, growth, and development. But it is a small industry, and one strong trade association instead of two weak ones makes better sense.

This is my first trip to Montreal, and I'm eager to see the city, its trains, and how Canadians do preservation here. We'll be riding a dinner train, visiting the science and technology museum in Ottawa, Ontario — which has a large railway exhibit — and checking out Exporail near Montreal. I expect a wonderful visit with old friends and new in railway preservation, as well as new experiences in railroading.

With Many Trains Damaged, N.J. Transit Is Criticized Over Where It Stored Them

By MATT FLEGENHEIMER, *The New York Times*
Published: November 21, 2012

The agency said 261 rail cars and 62 locomotives had been damaged, many at a maintenance site in Kearny, N.J. The rest of the damage — about 20 percent, the agency estimated — happened at the agency's Hoboken terminal and rail yard.

Officials have said that experience helped guide storage decisions before the storm, noting that the Kearny site in particular had never flooded.

But as the storm stalked the East Coast last month, forecasts from the National Weather Service said that Kearny and Hoboken could be flooded.

"People can second-guess after the fact about this and that; that's fine," James Weinstein, the agency's executive director, said in a phone interview on Wednesday. "We know now that there's some susceptibility to flooding."

Reuters, which reported on the agency's storage decisions on Sunday, estimated that the storm had damaged cars and locomotives that are worth hundreds of millions of dollars. Mr. Weinstein said the agency could not yet provide a precise cost figure, but placed the damage in the tens of millions of dollars.

"It's not insignificant," Mr. Weinstein said. "But it's covered by insurance, and it's all repairable."

He added that the damaged cars and locomotives had not had an impact on service restorations. Though many of the system's critical connections, including its Midtown Direct service, were not fully functional well after the storm, Mr. Weinstein said the system had returned to about 95 percent of its normal capacity.

The agency said that before the storm, much of the damaged equipment was already out of service for repairs.

But railroad experts have questioned whether the agency set itself back by storing its stock in potential flood areas.

"Generals are always prepared to fight the last war," said David Schanoes, a former deputy chief of field operations for the Metro-North Railroad who runs Ten90 Solutions, a railroad consulting firm.

"History had told them something else. But history was based on the fact of storms taking different paths. This storm was tracking on a path that was predicted to go right where it did go."

A risk-reward analysis should have suggested that the agency move the trains, he added.

"Had they moved 40, 50 of these locomotives and a hundred of these cars out of harm's way and nothing happens, then you've spent some time and effort and money and you haven't lost anything," he said. "If something does happen, then at least you've preserved some of your fleet."

Senator Frank R. Lautenberg, Democrat of New Jersey, has begun planning a hearing about the state's transportation network after Hurricane Sandy, his office said. The hearing is expected to include a discussion of New Jersey Transit's storm preparations.

Some of the agency's newest purchases, including dual-powered locomotives, had been stored in Kearny and Hoboken. The agency said nine of the locomotives had been damaged; each cost about \$8 million.

“These are dual-mode locomotives, which are essentially the most expensive locomotives ever built, and they just bought them,” said Alain L. Kornhauser, the director of the Transportation Research Center at Princeton University. “The problem is the saltwater intrusion into the motors and the brakes and so on.”

Some riders have compared the agency unfavorably with the Metropolitan Transportation Authority, which avoided widespread damage to its stock of subway and rail cars after moving many out of low-lying areas.

Though Mr. Weinstein maintained on Wednesday that the agency made “the right decision,” given its alternatives, it became clear on the day of the storm that the Kearny site had become vulnerable.

By 10 p.m. on Oct. 29, the maintenance center was surrounded with water, the agency said. Hours later, floodwaters had crept inside.

Master Designer of a Whimsical, Shrunken City

By LISA W. FODERARO, *The New York Times*

Published: November 21, 2012

Paul Busse moved purposefully from St. Patrick’s Cathedral to the Guggenheim Museum, to City Hall to the New York Public Library. He made sure that the ferns and ivy were framing the facades just so, that the cinnamon-stick lintels and acorn-cap finials were secure, that the trains were running smoothly.

Mr. Busse is the master builder behind a Lilliput-scale village of New York City landmarks rendered in birch bark, lotus pods, beech nuts and kumquat slices. For two decades, the whimsical monuments, mansions and bridges, interspersed with model trains, have drawn tens of thousands of visitors annually to the New York Botanical Garden’s Holiday Train Show.

But these days, Mr. Busse, who lives in Kentucky, is moving a little more carefully, directing his staff with a voice gone even softer. Seven years ago, he learned he had Parkinson’s disease, and at 63, with his hands increasingly rigid, he must delegate responsibility to the artisans who have helped him create this and other railway garden exhibits across the country.

“I’ve always been a hands-on person, and I hate giving it up,” Mr. Busse said last week in barely a whisper as he oversaw the installation of the show in the garden’s Enid A. Haupt Conservatory in the Bronx, as he does every November.

He no longer builds models himself or puts the intricate structures in their landscape. He moves in a rapid shuffle, but sometimes lacks balance — he looked as though he might fall a few times during a conversation at the garden.

Still, he said, “I feel like I’ve multiplied my hands by 25, and it’s been a joy seeing what wonderful miracles I get.”

If Mr. Busse sounds as if he stepped out of a Frank Capra movie, it may be because he managed to turn a childhood passion for trains and the natural world into a successful career, albeit in a field — he calls it “mechanical botanicals” — that all but defines “niche.”

The botanical garden first approached him about designing a holiday train show in 1992. Mr. Busse made a sample to demonstrate what he could do, a model of the Poe Cottage, circa 1812, and the job was his. Over the years, he has built 140 structures for the garden’s collection, ranging from an eight-inch-high town house to a 14-foot-tall reproduction of the Brooklyn Bridge.

This year, Mr. Busse and his team, which includes his son, Brian, and his nephew Jason, will install a dozen holiday exhibits across the country, including at the United States Botanic Garden in Washington, the Morris Arboretum in Philadelphia and the Chicago Botanic Garden. As his health declines, he makes fewer of the trips himself. But the Bronx exerts a special pull. “To me,” he said, “the New York Botanical Garden is sort of the zenith of gardens in this country.”

The partnership has been equally fruitful for the garden. Last year, the exhibit attracted 216,000 people. It has become a quintessential New York holiday tradition, on a par with the Rockefeller Center tree and the store windows on Fifth Avenue, especially for parents who cannot resist mixing an architecture lesson with the simple thrill of watching train cars zip past Christmas cactus.

“Now our collection is so big that we can lay away buildings and give them a couple years off,” said Todd Forrest, the garden’s vice president for horticulture and living collections.

“Every year Paul reconfigures things and I go in there and say, ‘This really feels different.’ He’s kind of brilliant at changing the scale and moving the taller buildings around.”

Mr. Busse toils out of a 4,500-square-foot workshop about 100 feet from his house, on 12 acres in Alexandria, Ky. His company, Applied Imagination, employs 15 artists and technicians year round and hires extra help for the holidays. He fell under the spell of miniature locomotives as a child, when his parents built model train sets, he swears, for their pleasure, not his. He said his father was “something of an electronics genius” and his mother a nationally recognized weaver.

His first inkling that anything was wrong with his health came when his thumb started to twitch, in 2004. Parkinson’s was diagnosed the next year, and he has followed an alternative program of therapy that does not use medications.

While Mr. Busse took his family sightseeing during previous installations, he has not laid eyes on all of the buildings he has so meticulously recreated. Many peripatetic New Yorkers have not either, since they include lesser-known structures in the city and the region, like the Hendrick I. Lott House in Brooklyn and the Bedford Hills train station in Westchester County.

Trained as a landscape architect, Mr. Busse in the past would scour the woods for plant material that could double as architectural detail. Grapevine tendrils are a natural stand-in for ornamental ironwork. Magnolia leaves work nicely for copper roofing. Two pistachio shells perfectly capture a cherub's bottom.

These days, he dispatches his staff to do the hunting and gathering. He also orders exotic items like eucalyptus buds, which make good trim on Victorian-style houses, and gratefully accepts gifts from admirers, like the Florida woman who sends packages of sea grape leaves (for sidewalk paving) and palm tree husks (for porch screens).

Durability is key. "If you put something in a compost bin in the fall and it is still solid in the spring, then it's good," he said.

Mr. Forrest, the New York Botanical Garden vice president, cannot help musing about the inspiration for some of the buildings, especially the Guggenheim, his favorite. "I always wonder which came first: the fungus or the building," he said of Mr. Busse's museum, which uses large chunks of shelf fungus for the curving rotunda. "You can imagine Paul walking around the woods in Kentucky and seeing a shelf fungus, and the Guggenheim pops into his head."

At its busiest, Mr. Busse's workshop added 10 buildings a year to the train show, but that pace has slowed, and not because of his illness. The glass conservatory, though huge, still has a limited footprint. "It's pretty full," said Brian Busse, who specializes in the show's tracks, electronics and sound effects. "If we stack it tighter, it takes away the magic."

This year, the garden asked Paul Busse to exhibit pieces from his private collection to show the breadth of his work, which includes barns, lighthouses and national landmarks. "The theme of our show is New York, and will always remain New York, but we wanted to celebrate Paul as a visionary," Mr. Forrest said. "That's important to us, since we've worked with him for so long and it's been such a great collaboration."

But will Mr. Busse have the chance to immortalize another New York icon in pine bark and honeysuckle twig? "Absolutely," Mr. Forrest insisted.

Mr. Busse said he would like to tackle the Cloisters, the Metropolitan Museum of Art's branch in Upper Manhattan. Farther north, he has always been fond of the Octagon House, a rose-hued private residence in Irvington, N.Y., that he likened to a Victorian wedding cake. "That's on my list," he said.

His son has no doubt that Mr. Busse has more buildings to realize. "While physically he's tightening up, emotionally he's opening up," Brian Busse said. "It's all about teaching and trust."

No Anomalies Found in Texas Crossing Accident

Published: November 19, 2012

MIDLAND, Texas – The National Transportation Safety Board has found no anomalies with the train or the track in Midland, Texas, where a trailer carrying military veterans participating in a parade crossed into the path of an oncoming train on Nov. 15, killing four and injuring sixteen. The agency has conducted interviews with the engineer and conductor of the eastbound Union Pacific train involved in the incident, and said both were cooperating fully with investigators.

The NTSB obtained all the paperwork about the locomotive and documented damage to it. The agency also obtained information on the air brakes and mechanical condition of the cars, and no anomalies were found. It also obtained records on and conducted a full inspection of the track. No defects were identified with it.

The agency said it has obtained two videos of the accident, one from the camera in the locomotive cab and a second from a dashboard camera in a police cruiser that was behind the trailer that the train struck. The agency also obtained the event recorder from the lead locomotive. Based on the information from these sources the NTSB assembled a timeline of the events:

- Twenty-one seconds before the collision the south traffic light at the crossing turned green as it was supposed to.
- Twenty seconds before impact the bells and lights activated. The agency said this time period met federal minimums for grade crossing protection. At that time the lead truck, which was ahead of the truck and trailer involved in the collision, was crossing the south rail.
- Thirteen seconds before impact the crossing gates began coming down.
- Twelve seconds before impact the front of the accident truck crosses the north rail.
- Nine seconds before impact the engineer sounds the locomotive horn as a warning for four seconds. The crossing is part of a quiet zone in Midland.
- Seven seconds before impact the crossing gate hits the trailer/float carrying the veterans, impacting flagpoles on it.
- Five seconds before impact the engineer places the train into emergency. Seventy-five seconds later the train comes to a complete stop.

NTSB investigators said they would conduct a sight distance test Tuesday. A locomotive and a truck will be at the crossing in Midland to recreate what could be seen at the time of the incident, including at what point the engineer could actually see the truck on the tracks, as well as what the truck driver could see.

Editor's Note: The last article was courtesy of Chapter Member Ken Murdock.