

The Railway
Historical
Southeast



& Locomotive
Society, Inc.
Chapter

Newsletter No. 51, February, 1999

Steamtown Railcamp 1999

Steamtown National Historic Site and the University of Scranton, Scranton, PA, are planning to repeat the 1998 Rail camp. At present one class is scheduled for July 18 to July 24, 1999, and another for July 25 to July 31, 1999. Housing and meals will be at a dorm at The University of Scranton.

The 1998 camp was a pilot project intended to provide a background in rail history, preservation, as well as in operations and transportation career opportunities for high school students. The projected schedule for 1999 is as follows:

- Monday: Interpretation and Railroad History.
- Tuesday: Hands on practical experience in the Locomotive Shop and Roundhouse.
- Wednesday: Career Discussion; National Park Service, Museum/Preservation and the Railroad Industry.
- Thursday: Hands on practical experience in the Restoration Shop.
- Friday: Railroad Operations - Hallelujah!

Tuition is expected to be no more than \$500.00 per student. This includes room and board, as well as class instruction. Additional activities (such as a baseball game) may have a separate cost. Check in at the dorm starts Sunday afternoon and the first class begins Monday morning and continues through Saturday noon.

The Southeast Chapter R&LHS is planning to sponsor one high school student. Our first choice will be a high school student of a Southeast Chapter member. If we are unable to find such a candidate, then we will sponsor a student recommended by a chapter member. Please note that transportation to and from Scranton, PA, will be the responsibility of the selected candidate.

Potential candidates should contact Art Towson at the following address. They should include a statement of approximately 100 words telling why they want to attend the Steamtown Railcamp. All candidates should respond no later than March 15th.

Contact: Arthur L. Towson, c/o SE Chapter, R&LHS, P.O. Box 661, Jacksonville, FL, 32201

The Midland Railway

By Arby Vandenbossche

While attending the NMRA annual convention in Kansas City, I took a side trip to ride a nearby shortline railroad. The July 22, 1998, trip originated at convention headquarters, from which we went via bus to the Midland Railway in Baldwin City, KS. After a two-hour ride, we passed by the remains of a big factory fire that had occurred on the Saturday before we arrived. It really was THE big event for Baldwin City.

The Midland Railway operates over 12 miles of track, but the actual ride we took was only 4 miles, with a very slow speed of approximately 20 miles per hour. During the ride we went through a town called Nowhere, which actually has a railroad sign post.

They have a run around track on each end of the line, but I don't remember the engine pulling us back! We went two miles past Nowhere to the town of Norwood where we had a photo run-by. When the train stopped to let us off I had to get down a long step to the ballast road bed, but when we boarded, they stopped my caboose on a road grade crossing, which was much easier. Sometimes it pays to be old! However, I found the photo run-by to be devastating since my instamatic camera, with me as operator, only caught the nose of the Rock Island E8 diesel #652.

This engine was built by EMD in La Grange, Illinois, in April 1952. It was one of 14 ordered by the Rock Island. It first saw service on the *Twin City Rocket* operating from Minneapolis to Houston and later on the *Golden State Limited* between Chicago and Los Angeles. Later on, it served in

commuter service in the Chicago area. In 1976 it was selected as Rock Island's Bi-Centennial engine and named *Independence*. During the 1970s, the engine ran on train No. 6 between Chicago and the Quad Cities.

For its Bi-Centennial role, a special paint job was selected from 70 entries in a contest. The winner resulted in an engine with a BIG white star on a light blue nose and dark red on the sides of the unit. The name *Independence* was spelled out in white along the side of the engine. No. 652 was still in this paint scheme when the Rock Island went into bankruptcy on January 25, 1980. It was purchased by Chrome Locomotive and moved to the Rock Island's Silvas Yard for storage.

It was destined for scrap, but in late 1985, Ron Drigenberg and John Killian bought the locomotive and transferred it to Kansas City. There, in 1990, restoration began. The big E8 carries 336,000 lbs. on a pair of A1A trucks, which have 3 axles, but the middle one is not powered. Its two 1125 horsepower engines generate a tractive effort of 56,000 lbs. No. 652 was geared for a top speed of 117 mph, but as I said, we only got to around 20 mph.

I rode in former Great Northern steel caboose #32 that was built in August 1960. It is 41'10" long and seats 12 including the cupola. After the merger, it became Burlington Northern #10322 and is now owned by John Killian.

They are working on a car for a dinner train. It was originally Illinois Central coach #290. Res-

SOUTHEAST CHAPTER OFFICERS:

James A. Smith	Chairman
William F. Howes, Jr.	Vice-Chairman
Paul V. Newton	Secretary
James H. Wilk	Treasurer
Clifford J. Vander Yacht	Editor

The Southeast Limited is published bi-monthly by the Southeast Chapter of the Railway & Locomotive Historical Society
P. O. Box 664
Jacksonville, FL 32201

toration began last February.

During the trip I was able to photograph the 2-8-T Coos Bay #10 built in December 1930 at Alco's Schenectady Works. It weighs 198,000 lbs. and generates 35,200 lbs. of tractive force. Restoration began in 1995 and they hope to have it completed in 2000.

I also rode in caboose #55, formerly an MKT transfer caboose. It was rebuilt in May 1961 from a flat car with the transfer cab mounted on it. The cab is 40 feet long and is owned by the Midland.

Our bus trip returned around noon, we'd left at 7:15 AM, so it was a pretty long trip for just a 30-minute train ride!

Chairman's Message

I hope everyone had a great Holiday! I want to encourage you to "sell" our reprint of *Bulletin #86*. Sales have been doing well since we had a half-page ad in the R&LHS Quarterly Newsletter. We will also be running an ad in *Vintage Rails* in midsummer.

I want to thank Don Hensley for his nice review of our book in his web page entitled TAPLINES. Don's web page looks at shortlines, narrow gauge and industrial railroads and always includes a lot of photographs and historic material. The page can be accessed at <http://www.greenepa.net/~taplines/>. Whenever you are on-line, take a moment and look at TAPLINES.

Our 1999 membership renewal form is included in this issue on the back page. We are getting the message out early this year and anticipate a smooth renewal process. Please take a few minutes and renew to both the R&LHS and Southeast Chapter. If you know anyone who might be interested in joining our group, please make a copy and sign them up!

See caption top of next page.





We failed to tell you that the photos on page seven of the December, 1998, issue were the first and second place prize winners in our annual chapter photo contest. Barry Baines did a great job capturing a piggyback train at Tehachapi Loop in the fog. Barry has been accused of taking too many pictures of pig trains, but that is understandable since he has spent most of his career working within the intermodal side of railroading for CSX. His 1982 photo at St. Louis was also neat, especially since he caught Lackawanna #952 in the background.

An alert reader has informed us that the caption on the cover of our October, 1998, *Southeast Limited* newsletter No. 49 is incorrect. The photo was published in *The Western Maryland Railway/Fireballs and Black Diamonds*, by Roger Cook and Carl Zimmerman. The original caption identified the scene as being west of Westminster, MD, however, the site is actually at the EAST end of the Westminster siding. This location is known locally as Cranberry. The building in the background is meat packing plant and the 201 is waiting on the mainline at the east end switch for the westbound train to take the siding.



Minutes of the Southeast Chapter, Railway & Locomotive Historical Society

The December meeting of the Southeast Chapter of the Railway & Locomotive Historical Society was held in the 13th floor Conference Room of the CSXT General Office Building on Thursday, December 10, 1998 at 6:00 PM. Ten members were in attendance. Chapter Chairperson Jim Smith chaired the meeting.

Old Business

- A) Jim Smith reports 87 copies of the *Florida Railroad History* reprints sold. The group has received more than \$1000 with these sales. The book is now advertised in CSX's computer bulletin board (CCBB).
- B) Art Towson reported on the Scranton Rail Camp. Tuition is \$500 per student. The costs cover room/board/classroom activities. We are still looking for a child of high-school age to sponsor and send to the camp. We will advertise for a candidate deserving of this honor in the February newsletter and see how many responses are obtained.
- C) Nominating committee ballots are accepted and will be sent out as part of the December newsletter.
- D) Don Hensley has offered to create a web page for the Southeast Chapter.

New Business

- A) The person in charge of R&LHS archives in California will work on a very limited basis for the next 6 months due to illness. If you need to request information from the archives, please direct inquiries to William Howes.
- B) Reid Adams presented options for the December banquet location. Discussion focused on the Hilltop Restaurant in Orange Park. This will be researched further. The banquet is Thursday, January 14th.

Committee Reports

- A) Jim Smith decided to hold off a report from the trip committee until next month.
- B) The Southeast Photo Book Committee continues to meet and discuss book options.

Announcements

- A) The Greenberg Show will be held January 9 and 10 at the Jacksonville Fairgrounds.
- B) The big February show is Saturday, February 13th. This is the same weekend as the ACL & SAL Historical Society meeting.

Meeting Programs

- A) The program featured Reid Adams report on his Fall Foliage Amtrak ride in the Carolinas.
- B) The January meeting will be the annual banquet.
- C) The February meeting will feature a presentation by Ed Mueller on Henry Plant. Mark Bennett will bring snacks.
- D) The march meeting will feature a farewell to Conrail presentation by Gary Sease.

Respectfully submitted,



Paul Newton
Acting Secretary

1999 Membership!

The back page of this month's newsletter is your 1999 membership renewal form. As was done last year, the Chapter will handle the duties of receiving the dues and forwarding the portion belonging to the National R&LHS. We will also enroll you in any other R&LHS Chapter which you wish to join.

Please fill out the membership form (or a photocopy) and return it to our Treasurer, Jim Wilk, at the address on the form. Once again a special premium is being offered for renewal at the "Contributing" level or above. This year the national organization will give you an updated roster of all members of the R&LHS. This will be published on or about June 1, 1999.

Your participation as a member of the Southeast Chapter is appreciated and we hope you will continue your membership.

**Tickets
please!**



Scribner's Monthly, 1888

1999 ELECTIONS

Southeast Chapter Members

At the December meeting, the Nominating Committee presented the results of the election of the Chapter's slate of officers for 1999. Out of 50 ballots sent to our members, 21 were received. Our congratulations to the following newly elected officers of the Southeast Chapter:

Chairman	James A. Smith
Vice Chairman	William F. Howes
Secretary	Paul V. Newton
Treasurer	James H. Wilk

1999 Membership **RENEWAL**

SOUTHEAST CHAPTER and NATIONAL R&LHS

Here is your 1999 membership renewal form for both the National and Southeast Chapter.

1. Southeast Chapter membership \$12.00

2. Donation to the Southeast Chapter (Optional) _____

3. National R&LHS Dues (All members must pay these dues)

Please choose your level of membership from the list below:

Regular	\$20.00	_____
Family*	\$25.00	_____
Contributing@	\$35.00	_____
Donor@	\$50.00	_____
Sustaining@	\$75.00	_____
Patron@	\$250.00	_____
Institutional	\$35.00	_____

*Family membership includes your spouse and minor children living in your household.

@ Renewals at this level will receive an updated roster of all members in the R&LHS. It will be published on or about June 1, 1999.

4. If you wish to join or renew with an additional chapter or chapters, choose from the list below.

You may belong to, or renew with, as many chapters as you wish.

Chicago	\$11.00	_____
Golden Spike-Ogden	\$10.00	_____
Lackawanna	\$15.00	_____
New York	\$12.00	_____
Pacific Coast	\$17.00	_____
Southwest - El Paso	\$12.00	_____
Southern California	\$15.00	_____

Chapter Sub-Total _____

5. TOTAL REMITTANCE _____

Make check payable to SEC - R&LHS and mail the entire form (or a photocopy) to:

James Wilk
Post Office Box 48220
Jacksonville, FL 32247-8220

Your Name _____

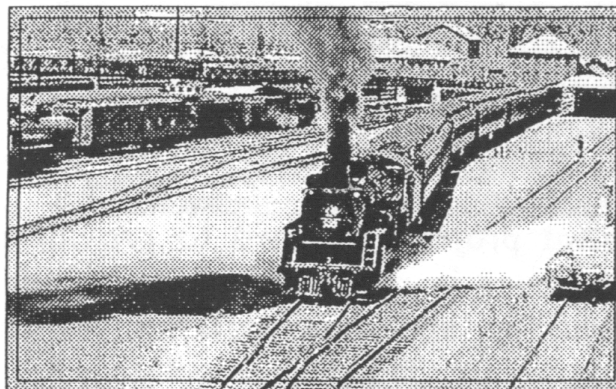
Address _____

City _____ ST _____ ZIP _____

Phone (Optional) _____

NRHS Announces Railcamp 1999

This project has been designed to provide a background in rail history, preservation, operations and transportation career opportunities available to forty high school students in each session. The Southeast Chapter will cover the \$500 (exclusive of fare to and from Scranton) costs. Anyone interested should contact Arthur L. Towson, c/o SE Chapter, R&LHS, P.O. Box 661, Jacksonville, FL, 32201



July 18-24, 1999 & July 25-31, 1999
Steamtown National Historic Site

CN 3254 pulling an excursion.

Railway & Locomotive Historical Society
Southeast Chapter
P. O. Box 664
Jacksonville, Florida 32201