

The Railway
Historical
Southeast



& Locomotive
Society, Inc.
Chapter

Newsletter No. 57, February, 2000

Talgo CEO, Jean-Pierre Ruiz, Speaker at Joint R&LHS/ NRHS Meeting



Jean - Pierre Ruiz, CEO of Talgo, Inc. in Seattle, WA, addressed a joint meeting of the Southeast Chapter R&LHS and the Northern Florida Chapter of the National Railway Historical Society (NFC/NRHS) on Thursday, October 28, 1999, at CSX-1 at Southpoint. Mr. Ruiz was in Jacksonville as the special guest speaker at the third Consensus Building Workshop for the Transportation Master Plan, sponsored by Planning and Development Department of the City.

Mr. Ruiz holds a degree in civil engineering from McGill University, Montreal, Canada. He received a law degree from ITT Chicago-Kent College

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Talgo XXI

Talgo

in Jacksonville?

by Cliff Vander Yacht

A proposal for High Speed Rail in Florida includes Jacksonville with Gainesville, Tampa Bay, Orlando, Miami and Tallahassee. In 1994 we saw the ICE train here in Jacksonville, which could attain a speed of 252 mph on regular track. Talgo isn't interested in such high speeds as anything over about 120 mph requires separated grade crossings, extensive fencing, etc. as we see in the Northeast Corridor. One of the perceptual problems pointed out at the meeting was that 120 mph isn't REALLY FAST!

"FAST" sells the idea to civic leaders not knowledgeable in the details of light rail, street cars, rapid transit, commuter rail and long distance trains. Mr. Ruiz pointed out that you must determine the NEED first and then BUILD toward that goal, i.e., don't try for the ultimate as a beginning. Experiment to see what works. He described the TPU-6 trainset as being ideal for up to 300 miles, maybe 400. This just includes Atlanta and Miami *from* Jacksonville, but not Atlanta *to* Miami. Nor does it include JIA, Jacksonville Beach, Orange Park and Southpoint.

Well, how about the national Interstate system? Can we do anything about I-10 and I-95? What do the experts say about new trains here?

I know what happened in my home state of Michigan with the *Pere Marquettes*. Amtrak's studies showed insufficient ridership between Chicago and Grand Rapids (note direction). Amtrak provided a large train for the inaugural run, expecting the ridership to fall dramatically in a few days. Maybe the frugal Dutch know a good deal when they see one, but several weeks later the coaches were FULL of travelers riding the whole distance seated on their luggage and brief cases because there were far too few seats. The train travels 175 miles from Grand Rapids to Chicago in the morning, and returns in the evening. It's great for shoppers, as well as businessmen and long distance travelers. Amtrak didn't see the need. Someone else, MARP, did.

What do we have here in Jacksonville? Business travel between here and Tallahassee is heavy on I-10. I-95 from Charleston, SC, and Savannah, GA, to Orlando and Miami. It is crowded with cars and not all have Ontario license plates. But the BIG question is: would YOU travel by train instead of your personal or company car if you had excellent ground transportation when you got there? Too bad Value Rent-A-Car was bought out as they had a rent-by-the-hour plan as low as 99 cents per hour. I worked for them and will never forget a man who had flown to JIA for a meeting near Southpoint. Upon his return to JIA he remarked that it had cost him \$4.87 TOTAL for ground transportation while in Jacksonville. Is this what we need at all terminals? We could have used it in Winter Park on the last R&LHS-SEC trip!

Would I travel by train? I took business trips by train often in Michigan. I have driven to a few conferences in Orlando, but I'd rather ride the train. About the same amount of time, but I'd rather sip Bloody Marys than dodge traffic on I-4. The problem is not how fast we can get to another city beyond the alligator swamp, it's how do we travel when we get there. We really need a better nationwide INTRACITY transportation SYSTEM first and then we can connect the cities.

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

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Talgo CEO, Jean-Pierre Ruiz

of Law, then practiced international law. Mr. Ruiz is considered to be a leading authority on intracity and regional rail systems. In 1998, he became the Chief Executive Officer of Talgo, Inc.

He reminded us that the original Talgo train was manufactured by American Car & Foundry and operated on the New Haven. Today, there are four TPU-6 train sets operated in the Northwest as the Amtrak *Cascades* with 100% availability. The firm has built speculatively a fifth train set that was in Milwaukee on 26-27th of October for demonstrations at the Wisconsin Transportation Symposium. We are advised that other states (Florida included) have made inquiries about the use of the fifth Talgo train set. On the horizon is the Talgo XXI utilizing two locomotives.

His normally prepared speech was set aside when he realized that this was an audience consisting of CSXT, FEC, Amtrak and other transportation experts. High speed rail (up to 120 mph) could visit Jacksonville in the future if someone will determine the REAL needs and push for a solution.

Talgo is an acronym for Train Articulated Lightweight Goicoichea Oriol. Señor Goicoichea was the design engineer for the system and Señor Oriol was the designer's financial backer and present owner of Talgo (not publicly traded).

On the Carpet!

by Charley Stats, Chicago Chapter

The **Signal Maintainer's Lament** on page 3 of the December *Southeast Limited* doesn't tell nearly all that is going to happen to him if the plow train shown in silhouette at the bottom of the page [see above] is sent out on the line as made up.

First, that is a wedge plow up front, so the tender coupled behind is of no use. The tender belongs with a rotary, so somewhere on the division is a rotary without a tender, unable to go out and assist with plowing. Next, between the tender and the engine, is an old M/W car, used no doubt for the section crew and extra shovelers, to get the outfit out of tight spots.

They are going to be totally useless. When that outfit hits the first packed cut at speed, it is going to jackknife between the plow and the engine and the whole shebang will be in the ditch, and probably take a line pole down with it, thus cutting off communication over the whole division.

Auxiliary cars for plow trains always come after the engine(s), for that very reason. The plow is heavily weighted to stay on the rails (one hopes) when hitting a solid snow drift. And the engine is heavy itself. But the forces of the engine pushing, and the resistance of the snow drift at the plow will result in forcing the light cars between to jackknife, vertically or horizontally, or both, scattering snow shovelers everywhere. For really bad drifts, the cars would be cut off while the engine and plow rammed the drift.

And there is no caboose, either. The train crew would have had a caboose in steam days and later. I will accept the excuse that there was no extra caboose available and that the trainmen had to ride with the shovelers.

The yardmaster or trainmaster who made up that consist should be given 30 days off, at least. And if the train crew took it out without protest, they should, too.

That poor signal maintainer!

Yours for better plowin, (signed) *Charley Stats*

Minutes of the Southeast Chapter, Railway & Locomotive Historical Society

The November meeting of the Southeast Chapter, Railway & Locomotive Historical Society was held on Thursday, November 11, 1999 at the CSXT General Office Building in Jacksonville, Florida. There were 9 members present.

Secretary's Report

The minutes of the October meeting were read and approved.

Treasurer's Report

There was no treasurer's report.

Old Business

- A) The Southeast Chapter is considering sponsoring another student to the Scranton Rail Camp. The group will investigate getting corporate funding for this endeavor.
- B) Paul Newton has gathered names and addresses of 9 Florida librarians. Each will be sent a cover letter and order form for Bulletin #86. This is seen as a way to market the book to some libraries in the state that might want to purchase the book to add it to their collection.
- C) The Southeast Chapter needs to again choose a location for the January banquet, either at the Hilltop Restaurant in Orange Park again or another location.
- D) The national R&LHS chapter as well as our chapter continues a membership recruiting campaign.
- E) Cliff Vander Yacht and Barry Baines are on the Southeast Chapter's officer's nominating committee.
- F) The Southeast Chapter has agreed to host the R&LHS 2001 National Convention. The national officers have been made aware of this and approved the plan.

New Business

- A) The Southeast Chapter voted to renew its membership in the Jacksonville Maritime Museum.
- B) Bill Howes reported on the R&LHS director's meeting in Houston. The 2000 national convention will be in Chicago. There are 2,342 members nationally.
- C) Paul Newton reported on a trip to Folkston, GA for a day of railfanning on December 4 as a trip committee event.

Announcements

- A) The Deland Train Show is November 20th,
- B) A presentation of a Proto 2000 HO scale BL-2 locomotive was made to Art Towson for winning last month's slide contest.

The night's program featured Derek Sands' report on his trip to Steamtown.

Respectfully submitted,



Minutes of the Southeast Chapter, Railway & Locomotive Historical Society

The December meeting of the Southeast Chapter, Railway & Locomotive Historical Society was held on Thursday, December 9th, 1999 at the CSXT General Office Building in Jacksonville, Florida. There were 12 members present.

Secretary's Report

The minutes of the November meeting were read and approved.

Treasurer's Report

There was no treasurer's report.

Old Business

- A) Nine Florida libraries have received letters and order forms for purchasing *Bulletin #86* The Clearwater Public Library System has agreed to purchase three books.
- B) The January Banquet will be held at Bill Howes' home in the Mandarin area of Jacksonville. The cost is \$ 1 0.00 per person at the door or prior to attending..
- C) The Southeast Chapter nominating committee has confirmed that this year's officers will remain in office next year. Jim Smith remains president. Bill Howes ... vice president. Paul Newton ... secretary. Jim Wilk ... treasurer.
- D) Paul Barnes, Reid Adams, Ed Mueller, and Paul Newton have volunteered or have been

volunteered for the 2001 R&LHS Convention committee.

New Business

The R&LHS now has a web site. It can be reached at <http://www.rlhs.org>

Committee Reports

Reid Adams and Paul Newton reported on the December 4th railfan trip to Folkston, Georgia.

The night's program featured a slide show by David Moore.

Respectfully submitted,



Minutes of the Southeast Chapter, Railway & Locomotive Historical Society

The January meeting of the R&LHS Southeast Chapter was abbreviated and held following the Southeast Chapter Annual Banquet at William Howes' home January 13th. There were 7 members in attendance as well as several guests.

Treasurer's Report

There was no treasurer's report.

Old Business

- A) Membership drive letters have been sent out to prospective new members.
- B) The Southeast Chapter nominating committee sent out 55 officer election ballots. Thirty-three ballots were completed and returned. All of the current officers have been reelected.
- C) Jim Smith would like to meet with the Southeast Chapter 2001 National Convention Committee next week.
- D) Southeast Chapter directors have been appointed. Included are Cliff Vander Yacht, Mark Bennett, and Paul Newton.

New Business

The official R&LHS national WebSite is at www.rlhs.org

Upcoming Meetings

Feb. 10 — Bill Howes and Reid Adams to feature a presentation on Amtrak.

Mar. 9 — Paul Barnes to feature a presentation on Passenger Services.

Apr. 13 — Presentation by Art Towson

Respectfully submitted,



Reminder - Year 2000 Dues

In January we sent all Southeast Chapter members a dues form for the year 2000. While we have received many replies, there are still a number of members who have not taken the time to send their dues money (and form) to our treasurer, Jim Wilk. Please take a moment and send your dues/form to Mr. Wilk, or you will run the risk of being dropped during our annual purge of deadbeats, freeloaders and debtors!

R&LHS WebSite

With the help of our WebMaster, Adrian Ettlinger, we have entered the 20th and 21st Centuries with our own WebSite on the Internet. New address: <http://www.rlhs.org>.

This will always be a "work in progress" as information is added and refined, but we will have a valuable resource for our members, as well as a great tool for soliciting new members.

Adrian Ettlinger may be contacted at <Aettlinger@Worldnet.att.net>

Paul Reistrup to Speak to March 9th R&LHS Meeting!



The Southeast Chapter of the Railway & Locomotive Historical Society is pleased to announce

that Paul Reistrup will speak at our March 9th meeting. He will present a program of interest to rail historians to be held at **6:00 PM in the Riverview West room on the 2nd floor of the GOB** (former "Signal Terrace"). Mr. Reistrup is a veteran railroader and has held a number of railroad positions, many involving passenger service. This includes: Director Passenger Service for the B&O/C&O Railroad, VP Passenger Service for the Illinois Central Railroad and President Monongahela Railway. He was Amtrak's second President & CEO, helping establish and mold their service with foresight and vision for today's Amtrak. Mr. Reistrup received the W. Graham Claytor Award for Distinguished Service to Passenger Transportation. He is currently CSXT's VP Passenger Integration, located at Washington, DC, overseeing CSXT's passenger services operation in a unique job that combines operations, government and public relations. Plan now to attend our March 9th meeting and **bring a friend**, as it will be both informative and entertaining.

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