



Railway & Locomotive Historical Society, Inc.

Southeast Chapter

Newsletter No. 102 – August, 2007

New Chapter Voting Procedure

At the July meeting, Vice Chairman, Jim Smith, reviewed a proposed change in the voting process for electing officers for President, Vice President, Secretary and Treasurer. It is based on a system utilized by the Chesapeake & Ohio Historical Society. The process simplifies and reduces the cost of an election whenever “the number of candidates are equal to, or less than, the number of available positions”. When this occurs, the candidates are approved by “Acclimation by Proclamation.”

The SE Chapter’s normal routine of 1) electing our officers in the Fall of the year by announcing elections and requesting the submission of nominations in the *Southeast Limited* (usually October), 2) creating a nominating committee to review member/officer replies to this announcement and 3) presenting a slate of proposed officers to the membership in the December, *Southeast Limited*, would not change.

However, when the number of candidates (or slate) is equal to, or less than, the number of available positions then the candidates will be approved by “Acclimation by Proclamation” and no election ballot process will take place. This simplified voting process forgoes the cost of an election by eliminating the expense of making/ mailing ballots and the member’s mailing cost to return their ballot. The newly accepted officers would continue to be installed during our Annual Banquet, or at the January Chapter meeting.

The use of Acclimation by Proclamation was accepted by those members present at the August 9th meeting when they approved the following motion: *That the Southeast Chapter amend the current election procedure to eliminate the cost of an election whenever the officer candidate slate is equal to, or less than, the number of available positions. With this condition, no election ballot process will take place and the candidate slate will be approved by the current officers via “Acclimation by Proclamation.”*

Andy Kirk’s Southeast Train News:

FEC Acquires FL-9

On July 2, Florida East Coast train #119 set off FL-9 #484 at New Smyrna Beach, FL, where the FEC has its system locomotive shop. Reportedly, the ex-Amtrak (nee New Haven) unit had come from Rail Power Leasing, which is affiliated with the Morristown & Erie Railroad in New Jersey. The unit was built as New Haven 2029, and has had three numbers as an Amtrak unit: 2nd 242, 491, and finally second 484. It had been spotted on a CSXT train going thru Folkston during the evening of June 30. Apparently FEC plans to use this unusual unit as power for an executive passenger train. Earlier this year they had attempted to buy a former Burlington Northern E8, number 9920, but the deal with an equipment supplier fell through.

CSXT MAC's Renumbered

On Aug. 6, 2007, SD70-MAC's 775-778 were renumbered 4575-4578 and SD80-MAC's 800-812 became 4590-4602. The SD80's are ex-CR units.

Southeast Limited

GRAND LUXE COMING SOUTH

Amtrak and GrandLuxe Rail Journeys (formerly American Orient Express) put out a joint press release, announcing a new partnership. Starting in Nov and running thru the Christmas/New Year holiday season. 7-car GrandLuxe blocks will be added to 90 departures of the California Zephyr, Southwest Chief and Silver Meteor (Washington-Miami). Washington, rather than NY was chosen as the origin for the FL service to allow sufficient servicing time. GrandLuxe will provide its own on-board staffing. The company is affiliated with Colorado Rail Car, who built the Ultra Dome cars used on the Alaska Railroad, and the DMU's in service on Tri-Rail. Also, 8 additional departures will be offered on the Capitol Limited, the Denver-Oakland and Denver-Chicago segments of the California Zephyr and the Chicago-Albuquerque segment of the Southwest Chief. The cars, formerly used by AOE, will include sleeping cars, dining cars, lounges and at least 1 Great Dome, all appointed with elegant vintage furnishings. Additional features include 5-course dinners and personal butler service. Travel will not be accepted at intermediate points and the GrandLuxe section will be closed from regular Amtrak passengers on these trains. Prices range from \$789 to \$2499/person. GrandLuxe can be contacted on their website, www.GrandLuxeRail.com or by phone at 800-320-2406.

CSXT to De-Centralize Dispatching

On July 2, Trains Magazine put out a newswire stating that CSXT plans to relocate train dispatchers from the centralized facility near West Jacksonville Yard to division headquarters out in the field. Earlier this year, train dispatchers controlling the former B&O west of New Castle, OH had been moved to Chicago. When all is said and done by the end of next year, the only train dispatchers left in Jacksonville will be those controlling the lines to Miami/Tampa, Chattahoochee and Savannah/Waycross along with the AZ Desk (Jacksonville Terminal) and BB Desk (Tampa Terminal /Bone Valley and non-signaled lines used by Coal trains to get from Starke to the Florida West Coast RR at Newberry.

Duffields Station Donation Submitted by Chairman Bill Howes

At the July meeting, Southeast Chapter members agreed to help fund a project to restore the former Baltimore and Ohio Railroad station at Duffields, West Virginia. The station building, built in 1839, is located along the B&O's mainline west of Harpers Ferry, WV, near the present day Duffields commuter shelter used by MARC, (former Maryland Rail Commuter Service, now administered by the Maryland Transit Administration).

The old building was "saved" due to it being used to store farm material. In May, 2007, the station was placed on the National Historic Register. Now, the State of West Virginia has awarded a matching grant of \$8,550.00 to build a new roof and stabilize the stone portion of the building. The state grant provides half of the funding for the work. A second \$8,550.00 amount must now be raised by Duffields Station, Inc.

Because we felt the goal was worthy and need real, it was agreed that the Southeast Chapter would donate \$200.00 for the restoration/stabilization of Duffields Station. Personal donations, made out to Duffields Station, Inc., may be sent to David P. Lubic, Secretary-Treasurer, Duffields Station, Inc. at 417 True Apple Way, Inwood, WV, 25428.

SOUTHEAST CHAPTER OFFICERS

William F. Howes, Jr.	President
James A. Smith	Vice-President
Arthur L. Towson	Secretary
John Leynes, Jr.	Treasurer

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Southeast Chapter - Meeting Minutes Recap:

April 12, 2007 meeting: The meeting was called to order by Chairman Bill Howes. We had six members present. We welcomed aboard one new member, Chris Frank, and a guest, David Stare. Treasurer, John Leynes, advised that there is approximately \$7000.00 in the treasury, which includes \$750 advanced to the SE Chapter to assist with June expenses related to the R&LHS National Convention at Salisbury, NC. Under Old Business, members Jim Smith, Art Towson and Barry Banes made a trip to Folkston, GA on March 31st to participate in the annual "Folkston Funnel Train Watching Days". Paul Barnes gave an update on the plans for the June 7-10, National Convention. Jim Smith reminded us about the first R&LHS Archives Volunteers' weekend at CSRM, Sacramento, CA on May 3-6. Our program was provided by member, Ed Rock, on final steam operations on various railroads during the 1950's and 1960's.

May 10, 2007 meeting: The meeting was called to order by Chairman Bill Howes. There were six members present. The Secretary's minutes of the April meeting were approved. Treasurer, John Leynes, reported the following totals: Share Savings \$3493.93, Share Draft \$867.12, CD \$5218.82. It was noted that CSX made a \$2500.00 donation to help cover the R&LHS National Convention. There were no new announcements regarding Old Business items. Paul Barnes gave an update on the plans for the June, National Convention. Jim Smith reported on the "First Annual R&LHS Archives Volunteers' Weekend" at CSRM, Sacramento, CA on May 3-6. Our program was provided by Art Towson who presented a video about CB&Q steam excursions on the C&S and Burlington Route in the Midwest in the late 1950's and early 1960's.

June 14, 2007 meeting: Cancelled due to date conflict with the R&LHS National Convention.

Southeast Railroad News:

Tampa Union Station canopy being rebuilt

The dilapidated canopy covering tracks at Tampa Union Station is being refurbished. The project started in May, with the demolition of the most run-down portion. The job will take about three months, with workers replacing asbestos shingles, rusty gutters, and rotted beams and rafters. Amtrak is making repairs to only one of the two canopies at Union Station. CSX owns the tracks and adjacent waiting platform. Tampa Union Station was built in 1912 and was served by the Atlantic Coast Line, Seaboard Air Line, and Tampa & Gulf Coast railroads. It was closed in 1982 due to structural deterioration. Tampa Union Station Preservation & Redevelopment Company oversaw renovations to the building beginning in 1991. More than \$2.5 million in grants and loans were spent for the purchase and renovation of the building. The City held a re-opening ceremony on May 30, 1998, the same year ownership of the terminal was transferred to the city (however, the platforms were excluded from that transfer).

New/combined rail facilities proposed at Sanford, Florida

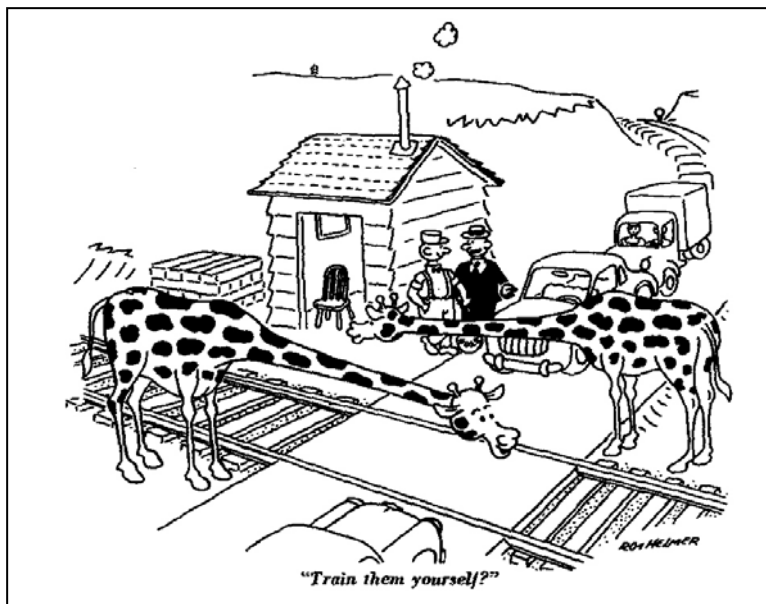
It was recently reported that Sanford, Florida, the southern terminus of Amtrak's Auto Train from Lorton, Virginia., may soon be home to a maintenance facility serving the new Central Florida commuter rail system. Commuter train service in Central Florida is scheduled to begin in 2009 over a 61 mile route. Auto Train officials are talking about sharing its maintenance facility with the new commuter line which would save the cost of building a new repair center. Sanford would therefore be the commuter line's only maintenance facility. Negotiations for new commuter stations are now in progress and plans call for building one at Sanford near the Auto Train facility. At present, Auto Train's business is flourishing - so much so that their Sanford station is unable to provide inside seating for all passengers during the busy season. Consequently, Amtrak is planning a full-scale renovation, to be completed in about a year. The new station will be able to seat as many as 600 passengers, compared with the current 120.



**We had a large amount of Florida information to publish in this issue.
We thought you would like this color picture from a postcard bearing the
image of the Seaboard Airline Railway's famous "Orange Blossom Special"**

Announcements:

- September 13th - Regular SE Chapter meeting, 3rd floor CSX GOB, Jacksonville, FL 6:30PM
- October 6th - Model Train & RR Artifacts show, De Land, FL, Volusia Fairgrounds 9AM - 4PM
- October 11th - Regular SE Chapter meeting, 3rd floor CSX GOB, Jacksonville, FL 6:30PM
- November 4th - Artifacts (400 tables) and Model Train Show (100 tables), Gaithersburg, MD
- November 8th - Regular SE Chapter meeting, 3rd floor CSX GOB, Jacksonville, FL 6:30PM
- December 13th - Regular SE Chapter meeting, 3rd floor CSX GOB, Jacksonville, FL 6:30PM
- December 15/16 - Model Train Show, Tampa, FL Florida State Fairgrounds



Cartoon: From the no-longer published *Railway Progress* magazine.