

Whistle Stop



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Mike Jackson, Editor

February 2010

Duane and Harriet Swank, Printing/Circulation

Watauga Valley NRHS Meeting Feb. 22

GENERAL MEMBERSHIP MEETING

The next General Membership Meeting of the Watauga Valley Chapter of the National Railway Historical Society will be held Monday, February 22, 2010, at 6:30 p.m., at the Johnson City Public Library, 101 West Millard St., Johnson City, TN. The meeting will be about our upcoming Spring Excursions on the Great Smoky Mountain Railroad on March 27, 2010. See details in this issue of the *Whistle Stop*. The program will be presented by Jim Pahriss on the direction the National Railway Historical Society is going in the coming years. This will be a meeting you do not want to miss, so bring a guest and enjoy.

MEETING CANCELANATION ACCOUNT OF SNOW

If it snows the evening of the regular membership meeting and you're not sure if we are going to have the meeting, please call the Chapter's office 423-753-5797 for a recording if the meeting is canceled.

PLEASE SEND IN MEMBERSHIP DUES

We still have several members as of this writing that have not sent their dues in to the Chapter's office. **PLEASE SEND YOUR DUES ASAP. THE LAST DAY TO RENEW IS NEARING SOON! DO NOT PUT THIS OFF; PLEASE SEND YOUR DUES IN TODAY!**

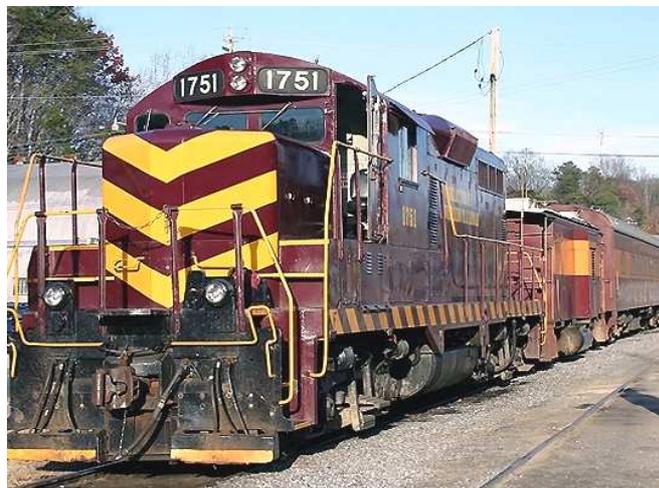
CHAPTER'S SCENIC SPRING EXCURSION

The Spring 2010 Excursion of the Watauga Valley Chapter of the National Railway Historical Society will be a ride through the breathtaking Nantahala Gorge in Western North Carolina on the Great Smoky Mountains Railroad on Saturday, March 27.

The excursion will feature a ride through the Smoky Mountains and the beautiful spring countryside of Western North Carolina. The route is the former Southern Railway's Murphy Branch Line established in 1891 with its five percent grade. It features many bridges as well as the whitewater Nantahala Gorge.

The trip will begin in downtown Johnson City with buses departing at 6:30 a.m., at the Legion St/Big Burley Parking Lot (across the street from the Johnson City Recreation Center), where passengers will board a motor coach to Bryson City, N.C. Passengers will board the excursion train at 11:00 a.m. This 4.5-hour excursion covers 44 miles to the Nantahala Gorge and back to Bryson City.

The route travels the banks of the Little Tennessee and Nantahala Rivers and crosses Fontana Lake Trestle standing 100 feet above the



lake and spanning 780 feet. After crossing Fontana Lake, passengers will enter the gorge.

There will be a one-hour layover at the gorge for sightseeing. Passengers will have several options for lunch on their own. Bring your lunch in small coolers only, Chicken Buffet will be available for purchase on board train, and the Watauga Valley Chapter is excited to offer dining in a historic dining car. This will be a truly unique on board dining experience in a grand tradition in the *Iron Horse Grill*.



On the return trip to Bryson City, if time permits, passengers may have time to shop, snack, and visit the Smoky Mountain Train Museum before returning to Johnson City via motor coach. Expected arrival back to Johnson City will be 6:30 p.m.

The railroad has become a favorite of film producers over the years. The train wreck scene in the 1993 movie "The Fugitive,"

starring Harrison Ford and Tommy Lee Jones, was filmed in Dillsboro along the Great Smoky Mountain Railroad. The wreckage of the set can still be viewed on the outbound train excursion from Dillsboro.

The Great Smoky Mountain Railroad also was used in the filming of the 1996 comedy "My Fellow Americans," starring Jack Lemmon and James Gardner, when they stumble on to a charter train full of UNC-Chapel Hill fans headed for the NCAA Final Four.

Train scenes in the 1998 movie "Forces of Nature," starring Ben Affleck and Sandra Bullock, also were filmed on the Great Smoky Mountains Railroad.

Passengers can choose to ride in the comfort in reconditioned coaches (windows that open and close and ceiling fans), Coach Crown coaches or a Club car, which are climate controlled with large picture windows. All cars have grand views of the passing scenery. Clean Restrooms are available on the train.

Nearby attractions include the Great Smoky Mountains National Park, the Cherokee Indian Reservation, and the Biltmore Estate in Asheville, N.C.

Ticket prices for adult coach seats are \$79 and \$58 for child (2 to 12 years) coach seats. Adult crown coach seats are \$89 and \$68 for children (2 to 12 years). First class service Club Car seats are \$120 for anyone 21 years and older.

When ordering coach tickets, please specify open air or closed cars. Also, specify if you will accept an alternate class of service if your choice is sold out. Money will be refunded if you do not wish an alternate service.

To order tickets, enclose your check or money order along with the number of tickets and the class you choose. Send checks to Spring Excursions, Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN, 37605-0432.

For questions about the trip, email: wataugavalley@embarqmail.com or write: Watauga Valley NRHS, P.O. Box 432, Johnson City, TN, 37605-0432. Those interested in the trip can also visit the chapter at www.wataugavalleynrhs.org for a printable order form.

CHAPTER-SPONSORED FIELD TRIPS

Two Chapter Spring Tours are in the planning stages: The First Tour is planned down the Southern Railway Bristol Line to Knoxville. The trip will start on Saturday, April 10 in Johnson City at 7:00 a.m. at the Cherry St., Parking Lot. We will travel the A- line all the way to Knoxville including station stops at Jonesborough, Telford, Limestone, Greeneville, Radar, Mohawk, Bulls Gap, Whitesburg, Morristown, Jefferson City, Mascot and John Sevier Knoxville Yard with photo opportunities throughout the Knoxville area. Included in the plans is a visit to the railroad museum in Knoxville. Sign up sheet will be available at the February meeting.

Also in the planning stages is the Lynchburg, VA, to Philadelphia, PA, Amtrak trip during this year. This tour is in the planning stages; please let us know if you're interested in these trips.

Amtrak has some Special Deals on riding the Regional Train.

LIST OF CHAPTER EXCURSION THROUGHOUT THE YEARS (1982-PRESENT)

May 1982 2 trips Johnson City, TN to Elizabethton, TN, ET&WNC Railroad
June 1983 2 trips Bristol, VA, to Radford VA, NS
May 1984 Erwin, TN to Elkhorn, KY, Clinchfield
Erwin, TN to Spartanburg SC, Clinchfield
June 1985 Bristol, VA to Radford, VA, NS
Bristol, VA to Morristown, TN, NS
May 1986 Bristol, VA to Memphis, TN, Tennessee Homecoming, NS-CSXT-UP
Oct 1986 Johnson City, TN to St. Paul, VA, CSXT
Johnson City, TN to Marion, NC, CSXT
May 1987 Bristol, VA to Walton, VA, NS
Bristol, VA to Natural Tunnel/Appalachia, VA, NS
May 1988 Bristol, VA to Roanoke, VA, NS
Johnson City, TN to Asheville, NC via Bulls Gap, NS
Sept 1988 Johnson City, TN to Asheville NC via Erwin, TN, Marion, VA on
CSX-NS. This excursion was circle trip back through Bulls Gap
June 1989 Bristol, VA to Radford, VA, NS
Bristol, VA to Morristown, TN, NS
Sept 1990 Bristol, VA to Radford, VA, NS
Bristol, VA to Morristown, TN, NS
Sept 1991 Kingsport, TN to Knoxville, TN-NS – CSX via Frisco JCT
Kingsport, TN to Appalachia, VA, NS- CSX
May 1992 Bristol, VA to Radford, VA, NS
Johnson City, TN to Asheville, NC, via Bulls Gap JCT. NS
Oct 1992 Bristol, VA to Roanoke, VA, two trips, NS
May 1993 Kingsport, TN to Appalachia, VA, NS
Kingsport, TN to Richlands, VA, NS
Oct 1993 Bristol, VA to Roanoke, VA, NS
Bristol, VA to Knoxville, TN, NS
Apr 1994 Kingsport, TN to St Paul, VA – Norton, VA – Appalachia, VA, CSX-NS
Natural Tunnel, VA – Kingsport, TN, NS-CSX
Kingsport, TN to Asheville, NC, CSX-NS
Oct 1994 Bristol, VA to Roanoke, VA final trip with Class J 611, NS
Bristol, VA to Knoxville, TN, NS
Oct 1995 Johnson City, TN to Elizabethton, TN, East TN Railway, 9 trips
Oct 1996 Johnson City, TN to Elizabethton, TN, East TN Railway, 9 trips
Oct 1997 Kingsport, TN to Elkhorn City, KY, CSX
Kingsport, TN to Marion, NC, CSX
Oct 1998 Kingsport, TN to Spruce Pine, NC, CSX
Kingsport, TN to Elkhorn City, KY, CSX
Oct 1999 Kingsport, TN to Elkhorn City, KY, CSX
Sept 2000 Bristol, VA to Radford, VA, NS
May 2001 SHORT LINE TRIPS
JUNE 2002 SHORT LINE TRIPS
OCT 2003 SHORT LINE TRIPS
OCT 2004 SHORT LINE TRIPS
OCT 2005 SHORT LINE TRIPS
JUNE 2006 SHORT LINE TRIPS
OCT 2007 Spencer, NC to Charlottesville, VA, AMTRAK
OCT 2008 Spencer, NC to Charlottesville, VA, AMTRAK
OCT 2009 Spencer, NC to Charlottesville, VA, AMTRAK
Spencer, NC to Asheville, NC, AMTRAK

By Mike Tilley, Watauga Valley Chapter NRHS President

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Watauga Valley Chapter Minutes, Jan. 25 Meeting

Thirty people were present at the meeting which included one visitor (Julie Weidner) and the Chapter Attorney, David Denny. Mike Tilley, Chapter President, brought the meeting to order at 6:35 p.m. Jack Maloney made the motion to dispense with the reading of the minutes for the November 2009 meeting, seconded by Paul Haynes, and approved.

OLD BUSINESS/GSM EXCURSION—The trip is scheduled for Sat. March 27. Ticket prices will be the same as last spring except for the Club Car which increased \$2.00 per ticket. The train consist will have the same number of cars as last year and includes the two dining cars. The Chapter will receive two free train tickets for each bus load of patrons. Mike T. emailed Johnson City's City Manager about using the Legion Street parking lot again for parking cars and for bus loading/unloading. No reply has yet been received. He is asking for a total of 14 bus hosts in anticipation of selling 7 bus loads of train passengers.

WEBSITE—Nick White said the preliminary site is up with pictures and information regarding the Chapter and is being fine-tuned. It should be available for the Board members to look over and approve next week.

MECHANICAL—Bob Yapple stated help is needed at the yard to get the three lease cars cleaned, repaired, and ready again for their next trips. Jim Magill is preparing a cost list of the proposed repairs and updates. Thursday, January 28, he will be going to Chattanooga for roll out wheel inspection.

OTHER OLD BUSINESS—Mike T. stated the Diner is still in Spencer and should be returned the 1st or 2nd week of March. Mike T. is planning a cook out at the yard in the spring for cleanup crews. He volunteered Helen, Lois, and Penny as cooks. Mike T. appointed Nick White as Program Director along with his other duties as Publicity Chairman. Richard Baker will have a DVD for the April program. A decision is to be made next month by the general attendees on the rail-fan trip-route for this year.

NEW BUSINESS—Dan McLeod asked what the Chapter plans on doing with the rail car he is housing in his garage. He stated that he can not keep it much longer, maybe 3 to 5 months at the most. Mike T. said Jonesborough is pursuing to establish a Railroad Museum which the Chapter would participate in, and that the car could possibly be put on display there. With that being sometime down the road, Dan should present it to the Board of Directors for a decision regarding the rail car in the meantime.

PROGRAM—Tonight's was to be presented by Jack Cope but he neither attended nor sent in the program. Mike T. pulled a DVD from his briefcase for the program which was on past excursions and train chases. The program started at 7:15 and meeting adjourned at 8:00 p.m.

Acting Secretary Harriet Swank

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Member Notes - February *Whistle Stop*

February has always been a cold month in this part of the country but the current amount of snow and low temperature days have been unusual. All of this makes us really look forward to SPRING. In the meantime, be careful when walking or driving.

Walter Byrd spent several days in Smyth County Hospital and Johnson City Medical Center Hospital early this month. We hope Walter will be feeling better soon.

Our sympathy is extended to Sidney Blankenbeckler and family in the February 5th death of his mother, Roberta E. Blankenbeckler, of Sugar Grove, Virginia.

Also remembered are Virginia Lingar and family in the death of her husband, Charles Lingar, on January 21, 2010, in Charlotte, NC. The Lingars were long time residents of Kingsport but recently moved to Charlotte to be near their daughter after Charles had surgery. They had been members of the Chapter since 1995.

Paul Marcum wishes to thank the Chapter and members for the cards and condolences he received at the time of his father's death.

As always, please let us know of those members, families, or friends to whom a card might be sent or a phone call made. Call the Chapter phone at 423-753-5797 or Nancy Jewell at 423-282-0918. Help us keep in touch.

Nancy Jewell, Contributor

From the Watauga Valley Membership Chairman

We received a donation for the Crescent Harbor account from Chapter Member Jack Maloney. Thanks Jack!

If anyone who is presently receiving a hard copy of the *Whistle Stop* wants to receive it by e-mail, please let us know. You get a black and white copy by U.S. Mail, and a color copy is sent by email. Additionally, receiving your newsletter by e-mail will help save the Chapter postage.

No new members to report this month. Several families and individuals have not renewed their membership yet. Please send in your membership dues and renewals as soon as possible. **Harriet Swank, Membership Chair**

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Keeping the ole' N&W safe...one tie at a time

Working in Rule 171 Territory is a Challenge

Wintertime has set in on Norfolk Southern, and according to normal procedure, my gang has headed south to try and avoid some of this frigid weather. This year we again set up camp in Andrew Yard at Columbia, in the heart of the Capital of South Carolina. We had 26 miles of track to upgrade on the SC main between Charleston and Columbia. This stretch of track is covered under NS operating rule 171, Non-Signaled Territory otherwise known as "dark territory". I don't care much about working in these conditions, because I don't feel that I have positive protection down here like the protection I have in signaled territories.

When the dispatcher gives us permission to occupy the track in 171 territory, our limits are documented on a Track-time Authority between certain mileposts, i.e., between SC100 and SC120. This means we can only work in the allotted 20 mile window, and our equipment operators know never to go outside of those protected limits. When a train is released out of a yard on its journey, the dispatcher will include in the train-order form that the train is to stop before reaching the SC100 milepost if traveling east, or the SC120 if traveling west and must not continue on until all equipment is in the clear, and the Track-time authority has been cleared by RWIC (Roadway Worker In Charge). All that stands between my gang and a freight train is a piece of paper and a milepost. I am always concerned that a crew could become distracted, or confused, and miss the milepost and wipe out my gang, but thankfully that has not happened. In rule 271 territory, train movements are governed by signals. Red means STOP. Green means PROCEED. Yellow means PROCEED WITH CAUTION PREPARED TO STOP. When I am working these territories, I am protected by red signals on each end of my working limits.

One recent addition to dark territory that really improves the safety of the passage of trains is Switch Point Position lights. These lights brightly shine Green if the switch is in normal position, and they shine red if the switch points are thrown or misaligned. Also it relays a message via GPS to the train crew in advance to let them know the switch is okay to traverse.

Two derailments on the Virginia Division made my "southern" stay short lived. I'll report on these incidents in next month's column.

Gary Price, Keeping the ole' N&W safe...one tie at a time.

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Rail News from Jeff Jones

President Calls for \$8 Billion High-Speed Rail Program

WASHINGTON - President Barack Obama is pitching his \$8 billion high-speed rail program to Americans as a jobs generator that will revitalize the domestic rail industry. But the full picture is more complicated.

Building ultra-fast trains won't create the kind of high-tech, high-paying jobs Americans covet any time soon. Indeed, many of the projects receiving high-speed dollars through Obama's program aren't what most of the rest of the world calls "high speed." And those projects that are truly high speed will have to rely on overseas companies with the experience building, supplying and operating the sleek, modern trains of Europe and Asia – an expertise that the U.S. lacks, say rail experts.

That wasn't the picture Obama painted in his State of the Union speech recently, when he touted \$8 billion in new railroad grants funded by the federal economic stimulus law. He said they would "create jobs and help our nation move goods, services, and information," and in the next breath lambasted companies who "ship our jobs overseas" and called for slashing their tax breaks. White House spokesman Bill Burton underscored the jobs message after the president's address. "The program creates tens of thousands of jobs and is the largest investment in infrastructure since the interstate highway system was created," he said.

There are good economic reasons to build high-speed rail, or even mid-speed rail, say transportation experts. The trains can move people between cities roughly 100 to 500 miles apart more swiftly and efficiently and with less environmental damage than either cars or airplanes - an important consideration as it becomes increasingly difficult to expand congested highways and airports. Trains that operate on electrified tracks - true of most high-speed trains - also don't rely on imported oil.

But the jobs to design and make the rail cars and engines, signaling and track for the fastest trains will mainly go abroad to the European and Asian companies because it will take time for the U.S. to develop its own domestic high-speed rail industry, rail experts said. There will be U.S. manufacturing and engineering jobs for slower trains often described as "higher speed" or "mid-speed." Much of the domestic high-speed work, however, will be the kind of construction and earth-moving work typical of highway projects, they said.

For the U.S. to decide to build high-speed train systems using primarily U.S. companies, "would be like Bangladesh deciding they want to have a space program and only use technology they have developed and manufactured themselves," said Anthony Perl, chairman of the National Research Council's intercity rail panel. **Associated Press**

ROANOKE, VA—A severe winter storm with large amounts of snow, ice and high winds affected the Norfolk Southern operations in critical traffic areas in the Midwest, Mid-Atlantic and Northeast the first weekend in February. Traffic moving through Pennsylvania, Ohio, Maryland, Virginia, New York, New Jersey and the Carolinas was impacted. Norfolk Southern personnel worked to restore normal operations as soon as possible. Customers with traffic moving through these areas were told to expect delays of at least 48 hours.

In another development, Norfolk Southern Corp. is clearing land for a planned intermodal train terminal even as attorneys for Montgomery County try to block the project's state funding. A demolition contractor leveled a house and a barn recently. One more house, vacant like the first to go down, is scheduled to be razed as well. A silo visible from U.S. 460/11 will come down later this month, according to heavy equipment operator Randy Dickenson.

This is the first movement at the site since the project's inception but not a sign that the project has been given a green light. The project is still facing a court challenge from the Montgomery County Board of Supervisors. Supervisors say the proposed \$35 million freight yard with cranes, multiple train tracks and acres of pavement for stacking shipping containers and truck trailers is wildly inconsistent with their vision for nonpolluting, high-tech industry on eastern county lands and will spoil the quality of life of nearby residents. The county's legal attack is designed to block the release of state money earmarked to pay 70 percent of project costs.

But in spite of the challenge, the railroad is tackling some preliminary groundwork. Acting with conceptual and financial backing from the Virginia Department of Rail and Public Transportation, the railroad bought land from two couples and a business. It now owns pieces of the 65-acre project site. This week, railroad spokesman Robin Chapman said the railroad decided to demolish the buildings on the land "for safety and liability reasons."

Finally, NS has reported fourth-quarter 2009 net income of \$307 million, or \$0.82 per diluted share, compared with \$452 million, or \$1.21 per diluted share, for the same quarter of 2008. Net income for 2009 was \$1.0 billion, or \$2.76 per diluted share, compared with \$1.7 billion, or \$4.52 per diluted share, for 2008. "Our fourth-quarter results demonstrate a continuation of the momentum we have generated since the second quarter of 2009," said CEO Wick Moorman. "The results reflect a high level of performance throughout Norfolk Southern, and showcase the strength and flexibility of our franchise, our industry-leading safety and service performance, and continuing strong cost discipline." **NS News**

OMAHA, NE—The Board of Directors of Union Pacific Corporation has declared a quarterly dividend of 27 cents per share on its common stock, payable April 1, 2010, to

stockholders of record February 26, 2010. Union Pacific has paid dividends on its common stock for 111 consecutive years. **UP News**

WASHINGTON—U. S. Class I railroads cut 14,464 jobs between December 2008 and December 2009, with total employment dropping from 161,189 to 146,725, a decline of 8.97 percent, reports **railwayage.com**, citing Surface Transportation Board data. The biggest employment category, train operating crews, lost 8,149 jobs during the 12-month period, a drop of 12.54 percent. All employment categories posted lower December 2009 numbers compared with a year ago:

- Executives, officials, and staff assistants: 9,063, down 10.72 percent.
- Professional and administrative: 13,294, down 1.98 percent.
- Maintenance of way and structures: 32,646, down 6.60 percent.
- Maintenance of equipment and stores: 28,344, down 7.89 percent.
- Transportation (other than train and engine): 6,545, down 2.81 percent.
- Transportation (train and engine): 56,833, down 12.54 percent.

WASHINGTON—Amtrak President and CEO Joseph Boardman said recently that the state of America's passenger railroad is strong and announced it had set a first quarter ridership record carrying nearly 7.2 million passengers during the first three months of fiscal year 2010. In his State of the Railroad remarks, he also said there is reason to be optimistic about the future declaring "the days of wondering if Amtrak is going to survive another year are behind us. This year, and the years ahead are, and will be, focused on growth." He said his optimism is driven, in part, by the record-breaking 7.2 million passengers who rode Amtrak trains in the first quarter of FY 2010 (October / November / December of 2009). Fueled by a record number of Thanksgiving holiday travelers and strong December ridership, it was 1.4 percent above the previous record of about 7.1 million set in the first quarter of FY 2008—which turned out to be the best ridership year in Amtrak history. Boardman also emphasized "Amtrak is changing and rising to meet the challenge" of a new era of passenger rail and that "the investments we're making and the steps we're taking to improve are designed to secure our leadership position in the industry and to stand out from the competition." **AMTRAK Media Release**

JACKSONVILLE, FL—CSX Corporation HAS announced fourth quarter earnings from continuing operations of \$305 million, or 77 cents a share, versus \$361 million, or 92 cents a share, in the same period last year. Fourth quarter revenue of \$2.3 billion was 13 percent down from the prior year. This was driven by a 7 percent overall decline in volume as growth in the intermodal and automotive sectors was more than offset by declines in coal and merchandise. In addition, lower fuel prices led to decreased fuel surcharge recovery. Despite these factors, core pricing remained strong, reflecting high service levels and the overall value of freight rail transportation.

Total operating expense for the quarter was \$1.7 billion, down 12 percent from the prior year. These savings, driven primarily by strong safety, service and productivity, contributed to operating income of \$583 million for the quarter. "The economy continued to show modest, sequential improvement in the quarter," said Michael J. Ward, chairman, president and chief executive officer. "CSX worked aggressively on gaining operating leverage and further strengthening the fundamentals of our business for the future." CSX also announced full year 2009 earnings from continuing operations of \$1.14 billion, or \$2.87 a share, versus \$1.5 billion, or \$3.66 a share, for 2008.

Additionally, CSX Transportation Inc. (CSXT) and the United Transportation Union (UTU) have reached a tentative agreement on a five-year combined wage and performance bonus package. The agreement covers conductors and yard employees on CSXT predecessor railroads AWP, C&O, L&N, NC&StL and SCL. In addition to wage increases, employees will be eligible for payments from a Performance Bonus Plan that links that portion of their compensation to company financial performance. Affected employees will also be eligible for a stock-based Individual Performance Award program. Upon approval by the International UTU, the agreement will be subject to ratification by the affected UTU membership.

"This is an important agreement that consolidates five former agreements into a single Southern Region UTU agreement that directly aligns the interests of our more than 4,000 United Transportation Union employees in this area with company goals to meet the expectations of our customers and shareholders," said Lisa Mancini, senior vice president-human resources. "We

applaud the vision of the UTU in reaching a new agreement that rewards their membership when the company meets its financial and strategic goals." **CSXT News**



Left--Clinchfield Railroad Extra South at Free Hill Tunnel near Gray, TN, 1974. Photos of the Clinchfield era taken by Mike Tilley will be included in the *Whistle Stop* February-June.

FORT WORTH, TX—The Board of Directors of Burlington Northern Santa Fe Corporation has declared a conditional cash dividend on the outstanding shares of BNSF common stock. The dividend-- rounded to the nearest \$0.01 per share--was paid on the closing date of the previously announced merger of BNSF and a subsidiary of Berkshire Hathaway Inc., to BNSF shareholders of record as of February 4, 2010. **Also, BNSF Railway Company** announced that it has reduced transit schedules on 60 percent of its Domestic Intermodal Premium Container traffic, and added 16 more days of service. "These changes are a direct result of feedback from our domestic carrier customers on what they need to attract more over-the-road freight to a truck-rail intermodal solution," said George Duggan, BNSF vice president, Domestic Intermodal. One of the changes includes reducing transit time by 7 to 10 hours on BNSF's premier Trans-continental route between Los Angeles/San Bernardino and Chicago, giving customers a morning availability and allowing for same day delivery. BNSF also reduced transit time between Memphis and Los Angeles by 4 to 6 hours, and increased Houston, inbound and outbound day-of-week frequency, along with several other changes that can be found at www.bnsf.com. **BNSF News**

Watauga Valley NRHS Officers, Board of Directors and, Appointments for 2010

Mike Tilley	President
Bob Schubel	Vice- President
Betty Jackson	Secretary
Duane Swank	Treasurer
Jim Pahriss	National Director, Chapter Librarian
Gary Price	Historian
Directors	
Bill Beagen, Jim Calhoun, Helen Calhoun, Art Devoe, Mike Jackson, Penny May, Nick White, and Bob Yaple	
Appointments	
Jim Magill	Chief Mechanical Officer
Bob Yaple	Asst. Chief Mechanical Officer
Mike Jackson	Newsletter Editor
Duane & Harriet Swank	Newsletter Circulation
Nick White	Publicity Chairman, Program Chairman
Fred Waskiewicz Jr.	Webmaster
Mike Tilley	Trip Director
David Denny	Chapter Attorney
Nancy Jewell	Membership Notes Reporter
Harriett Swank	Membership Chairman
Walter Byrd	Communications Chairman
Jack Maloney	Spring St Coach Yard Maintenance



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- Steam, Diesel and Electric Traction!

Discover:

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- The true "Birthplace of the American Railroad"!
- What became the "Anthracite Capitol of the World"!



Be sure to ask an Endless Mountain Rails Staff Member for Registration Info!



Endless Mountain Rails 2010
PO Box 4195
Wyoming, PA 18644

www.endlessmountainrails.com



Columbia, South Carolina, Union Station. The depot was built in 1902 and served the Atlantic Coast Line and the Southern Railway until passenger service ceased at this location in 1968. Could it be possible that our Chapter cars the *Moultrie* and *Crescent Harbor* both saw service at this facility? At one time there were five tracks at this facility, but now there is only one Norfolk Southern line remaining. The station has been renovated and is now home to a restaurant and night club named California Dreaming. Photo by Watauga Valley Chapter Historian Gary Price.

**Railway Historical Society
Watauga Valley Chapter
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