

## The Florida East Coast Railway

Beginning in 1885, and culminating with arrival in Miami in 1896, Henry Morrison Flagler cobbled together several predecessor rail lines in northeastern Florida and built south from Jacksonville along the sparsely-inhabited east coast of the Florida peninsula. In an unparalleled engineering feat he literally took the railroad to sea when he extended it to Key West in 1912. Ever since, the aptly-named Florida East Coast Railway has been a scrappy regional railroad, surviving floods, fires, devastating hurricanes (one of which took out the Key West Extension in 1935), booms and busts of economic and real estate cycles, hostile takeover attempts, and the labor dispute which ended passenger service in 1962 (except for the unique court-ordered "World's Shortest Streamliner" that shuffled between Miami and Jacksonville daily except Sunday 1965-1968).

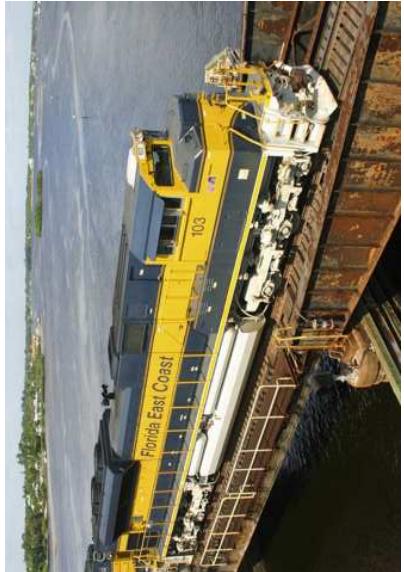


**SD40 #714 shows the newest color scheme for the FEC. This scheme is reminiscent of the historic FEC Champions locomotives in the late 1930's.**

These events and many more make FEC the most intriguing regional railroad in the entire world. In the 1930-1950's era it dared to paint its new diesel engine fleet in a striking red/yellow/silver livery unmatched in railroading. This striking scheme was resurrected on SD40-2 #714, which made its first appearance on the FEC Toys for Tots Christmas train Dec. 10, 2011. More repaints like this are anticipated. Today the FEC power roster has the most varied color palette of any railroad in

even controls its automatic drawbridges from the dispatch center.

Innovation keeps FEC's future bright. With the decline of rock shipments from South Florida quarries due to the housing collapse, the railroad has partnered with major shippers such as UPS and Wal-Mart to win new intermodal business on the strength of dependable on-time service. As the sole provider of rail service to three major South Florida seaports, FEC is investing in facilities and revamping operations to handle thousands of containers from Super-Panamax ships that will begin transiting the Panama Canal in 2014. FEC will speed goods to northern markets as a rapid and key link in the US sea/land transportation network. And FEC's parent, Florida East Coast Industries, is planning dynamic new regional passenger service between Miami and Orlando, building 40 miles of new mainline from Cocoa to Orlando, designed for 125 mph running to complete the trip in three hours.



**SD70 #103 acquired in 2006 in Alaska RR-like yellow and blue color on the Jupiter Inlet bridge.**

the world. Several are shown in the accompanying pictures.

The railroad has always emerged stronger from its challenges by being a technology, operations, and business development innovator. It pioneered caboose-less trains, invented and deployed the end-



**SD-40-2 #710 (Acquired from UP) and SD-70M 107 acquired in 2008 show off their color schemes**

of-train "FRED", and was one of the first railroads to install concrete cross-ties. It maintains its right-of-way for smooth 60 mph running, assigns two-man crews to run the full length of its 351 mile mainline, utilizes cab signals throughout CTC territory, and



## FEC History

The FEC Railway is one of only two US railroads that has an official historian. He is Seth Bramson, a founder of FECRS and author of the best selling book *Speedway to Sunshine*. Each issue of *Speedway*, our sixteen page quarterly newsletter, usually has articles on FEC history by Seth, Richard Beall and several others. Our President, Cal Winter, submitted an article on the railroad ferries than ran from Key West to Cuba. Other articles compared the flat FEC and the steep Saluda grade NS line, a two part article on Old Buena Vista (downtown Miami) yard, articles on the obscure Titusville branch, a history of FEC's locomotives, and two stories about FEC's Cabooses – Beauties that Brought up the Bottom.

## fecNtrak

This is an organization within FECRS that models scenes and places on the FEC mainline in N scale. At the last FECRS convention there were over 150 feet of modules.



A portion of the Bonaventure module

The entire layout is assembled twice a year, at the Cocoa Library Trains Trains event in July and at our annual convention in late September. Trains Trains is open to the public and features scheduled operations on the layout, several FEC talks, and a "Junior Engineer" session where the kids get to run trains.

You are invited to join the group dedicated to rail fanning, modeling, and enjoying the most unique and fascinating railroad in the world:

## FEC Railway Society

- Link with an enthusiastic group of FEC fans.

• Receive our sixteen page quarterly newsletter *The Speedway* filled with colorful pictures and articles covering the latest current and future news about the FEC and look-backs at its rich and colorful history.

• Attend the annual convention and occasional special mini-conventions, with tours of FEC facilities and talks by FEC leaders

• Participate in *fecNtrak* to build and operate an N-gauge modular FEC Railway.

- Access members' unique knowledge-base about FEC operations, train schedules, and good train-watching and photography locations.

## Membership Form

### Florida East Coast Railway Society

FECRS

7415 SW 170<sup>th</sup> Terrace  
Palmetto Bay, FL 33157-4888

FECRS respects your privacy. Your contact information will only be used to reach you regarding FECRS business, and will not be distributed. Email is our group's primary communication method.

(Please type or print clearly)

Name: \_\_\_\_\_

Address line 1: \_\_\_\_\_

Address line 2: \_\_\_\_\_

City: \_\_\_\_\_

State/Province: \_\_\_\_\_ Zip/Postal code: \_\_\_\_\_

Phone, area code+number: \_\_\_\_\_

E-mail address: \_\_\_\_\_

Check type of membership:

Membership, U.S. Mailing address (\$25/yr)

Membership, Non U.S. Mailing address (\$30/yr)

Payment (To: F.E.C.R.S.):  Check  Money Order

Date: \_\_\_\_\_

Sign: \_\_\_\_\_

Please date, sign, attach payment, and mail to address at top of form..

