

# DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

The **DANVILLE FLYER** is published monthly by the **DANVILLE JUNCTION CHAPTER** of the **NATIONAL RAILWAY HISTORICAL SOCIETY** for its members and other interested persons.

The **DANVILLE JUNCTION CHAPTER, NRHS**, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum features many railroad displays plus a operating HO model railroad.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$10.00 for Chapter membership in addition to \$14.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July and August) at the Palmer American National Bank, S.E. Corner of Vermillion and Main St., Danville, IL. Meetings begin at 7:30 PM Central Time.

## OFFICERS FOR 1992

Our 24th Year

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Congress of Illinois Historical Societies and Museums

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## COMING EVENTS

**April 16, 1992**

Regular monthly meeting changed to the **PALMER AMERICAN NATIONAL BANK, CORNER OF VERMILION AND MAIN STREET, DANVILLE, IL**, beginning at 7:30 PM. **PLEASE NOTE THE CHANGE IN LOCATION.**

**April 18/19, 1992**

Work sessions at Museum - painting, cleanup of displays, tuck pointing of brickwork.

**April 25, 1992**

C&EI / ICHS Joint meeting at Tuscola, IL along with swap meet beginning at 10 AM at Community

Center in downtown Tuscola.

**April 25, 1992**

Illinois Traction Society annual meeting, Chancellor Hotel, Champaign, IL.

**April 26, 1992**

GM&O Historical Society Railroadiana meet, Holiday Inn East, Springfield, IL 10 AM to 4 PM, Free Admission.

**May 16/17, 1992**

Model RR Show and Swap Meet, Rockhome Gardens, near Arcola, IL 10-5 each day. \$3.75

**June 23/24, 1992**

Roanoke Chapter Independence Limited '92, in Danville the night of the 23rd. Danville Chapter is ticket agent for the Danville area.

## NEXT MEETING

The **APRIL** meeting will be held at a **new location**. We have lost the meeting room at the Tilton Grade School and will now meet at the Palmer American Bank, Downtown Danville. The bank is located in the center of town at the southwest corner of Vermillion and Main Streets, just east of the Civic Center. There is ample parking at the bank and you enter through the East door. Take the elevator to the

second floor. We will meet at the usual time of 7:30 PM. Discussion will include the proposed steam trip on Norfolk Southern this summer (see article this issue and memo sent out to members). Dates of work sessions have been set and we need help this spring.

We welcome new member **Bob Elliott**, RR #1, Box 59E, Pittsboro, IN to our chapter. Bob is a longtime friend of many of us. Perhaps many of you have met Bob at the railroad show where he sells books. Bob is a member of the C&EI HS and many other organizations. He is employed by Amtrak and has conducted tours for our group in the past. Another new member is **Shane Wilson** of Tilton. Shane has been a member in the past and we welcome him back to the organization.

Member **Matt Harrell** has moved to Springfield. He now lives at 2638 Stratford Dr, Apt E. Member **Bruce Bird** now lives at 803 Wesley Ave in Savoy, IL. A new roster of members will be included in next month's *FLYER*.

## STEAM IN DANVILLE

**N&W #611 here on June 23 and 24, 1992**

Yes, we will have a steam train spend the night in Danville. We have had the good fortune to have trains through here on several occasions but we never had the pleasure of one staying overnight.

This year the Roanoke Chapter will sponsor the Independence Limited '92 which will feature a train from Portsmouth, Ohio to St. Louis, Missouri. This will be the usual one-way trip for the Roanoke Chapter and we have been contacted to be the ticket agents for the Danville area of the trip. We have an opportunity to help a sister chapter and receive a monetary benefit to our Chapter.

The planned stops are Lafayette, Attica, Danville, Homer, Tolono, Bement and Decatur. The train will arrive in Danville on the evening of the 23rd and depart early on the 24th. We are in the process of setting up sales once information is received from the Roanoke Chapter. We look forward to the trip and hope that many of you can participate in helping us. There is a separate letter attached for all members asking for your assistance. Also, the next issue will have a complete schedule of the train and ticket prices. Pass the word to your friends now.

## THE ORDERBOARD

Can it really be April already? We are well on our way into the middle of the year, and before you know it we'll be back into the regular routine of keeping the museum open. Here's what's news:

**ON THE MOVE AGAIN** We have once again lost a location for our regular monthly meetings. The Tilton Grade School will not be available for any activities after April 1st. This comes only six months after we lost our location at Danville Fire Station #3. President Sherrill is looking into several alternatives, including the Palmer Bank meeting room. Check the calendar closely. If nothing can be found for the April meeting, we will hold it at the museum at Rossville. The depot will be suitable for the warmer months, but we will definitely need something else come October or November. Again, keep a close eye on the calendar section of the *FLYER* in the coming months to know where we are meeting.

**PROGRAMS** Despite our short tenure at the Tilton Grade School, we managed to have two very fine slide programs there earlier this year. Bob McQuown gave us a wonderful view of the "land down under" and its railroads at the January meeting. And Rick tried to educate us with

his informative program on track construction. At least we all now know the difference between a switch and a turnout. Thanks to both gentlemen for jobs well done.

**SPENDING** Money, that is. At the March meeting the membership authorized expenditures for the museum in the following categories: \$150 for rock for the driveway. \$200 for repair to the chain link fence and addition of a top rail to same. \$80 for materials for Bob McQuown to build display boards for photos and documents. Money spent towards these projects is much needed and deserved.

**URBANA SHOW** As always, the Chapter was set up and selling at this event, held this year March 28/29. And, as usual, we did very well, going a long way to recover the expenses listed in the paragraph above. Thanks to all who showed up and lent a hand.

**WORK SESSIONS** Are listed in the calendar of events. We need your help to get the museum ready for opening. Once open, we need your help keeping it staffed. Last year was the first year that we missed NO days that we were supposed to be open. **APPLAUSE!!!** Let's do it again this year. Once again, we will have in place the awards programs for staffing and lawn mowing. Do your part for your club, and you might win something. It might even be fun!

*Doug Nipper, Museum Director*

## TOWERS TO CLOSE

As many of you know, several towers in our area will be closed in the next year. A few will be going soon including the interlocking at North Yard in Danville.

The first interlocking scheduled is Tolono, Illinois where Norfolk Southern crosses the Illinois Central. Last year the IC single tracked the crossing and installed a passing siding just south of town. Now the

signal crews are completing their work and on April 15 the cutover is scheduled to be made. The IC dispatcher in Chicago will control the crossing with a priority setup for Amtrak when near the approach.

From Tolono the IC plans to move crews to Gibson City and begin installation of power switches and signals. At the present time NS gets on the trackage rights to Chicago with a hand throw switch. Crews from both Kankakee and Tolono will be used and the project should be completed this summer. Next will be Gilman and the TP&W crossing. A fall schedule is being looked at, but that is a long way off.

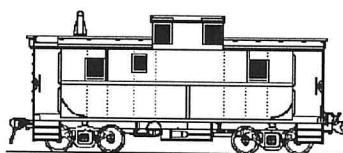
At Tuscola the agreement has been made for the change in alignment by the Union Pacific. Signal equipment has been ordered along with switch machines. Work should begin this summer or fall with cutover late this year, maybe. After that only Champaign Tower will be left in this area on the IC. There are plans being made for a 1993 closing of the famous location.

For us the closing of North Yard looms closer. Signal crews have set some of the cabinets and most of the wire is run. It seems that no provision has been made for the contact by NS crews to the dispatcher and no one seems to know what will happen (at least from the CSX signal crew standpoint). With the progress of the work it appears that two months are left before a cutover is started. Of all the interlockings this will be the most problem area once the cutover is made. So many different moves are made that the dispatcher will have a difficult time planning the train moves. It should be interesting.

So get your camera out this summer and get some tower shots. Remember, a lot of them are already gone.

Several towers have been saved in recent years and a new movement seems to be coming to save this most famous railroad signal sys-

tem. A tower has been saved and restored at the Strasburg Railroad and another ex-PRR tower has been donated by Conrail to the Harrisburg Chapter. In our area the tower in Ramsey, Illinois has been saved. This IC tower protected the crossing of the IC Freeport line (now gone) and the NKP Clover Leaf line (now gone). They have been given the armstrong levers out of Jacksonville tower on NS. Another group is trying to save the Tuscola tower. We wish them all well.



## WHEEL REPORT

**THE GRAND TRUNK AND WISCONSIN CENTRAL** railroads are exploring run-through operations. A recent business train operated between the two companies. The train toured western Wisconsin on the WC. *Via Dayton Ties and Tracks.*

**THERESA AVENUE TOWER** in St. Louis was closed on January 15. This tower protected a grade crossing just east of the Grand Avenue bridge. The TRRA, UP and BN cross at this location. The two story brick tower, about 10 feet square, was removed shortly after closing. The crossing was open only through the daylight hours on weekdays for industrial traffic.

The crossing was the last manually protected crossing in Missouri and the last on the BN system. Grand Avenue is located just west of Union Station and a great place to watch trains and stay off the railroad property. *Via Gateway Railletter.*

**CONRAIL** has introduced a new level of service for shippers of high - wide loads. A network of four trains will move the equipment each

week across the Conrail system. The meeting point will be in Cleveland with trains coming from Chicago, Harrisburg, St. Louis and Buffalo. The trains will leave their respective towns on Sunday with arrival in Cleveland on Monday. The return will be to their respective cities on Wednesday. Conrail hopes that this will prevent interference with other freight movement on the system. *Via The Pioneer.*

Speaking of Conrail, recently the railroad purchased a trucking company and apparently released some employees. As a result the unions gave the railroad some problems in shipments. In our area Avon Yard in Indianapolis was struck and as a result train movements to Chicago went via the Illinois Central out of Effingham. The trains, EFRD, traveled from Effingham to Riverdale for connection in Chicago. All CR power was used with IC crews.

Conrail has experienced an increase in business and as a result has placed many stored units back into service. Of the 200 stored only 75 are left, the others now pulling loads across the system. Back in service are GP-10's, GP-35's and C30-7's.

**NEW SHORTLINE** has begun operation as the Genessee Valley Transportation Co. on 62 miles of ex-Conrail line in northern New York state. The new railroad, the Mohawk, Adirondack and Northern Railroad has begun operation on the Lowville branch to Carthage and Newton Falls. Motive power is three ex-BC Rail Alco C425's.

**THE MADISON RAILROAD** that operates the famous 5.89 percent grade in southern Indiana is in line for funding from the new Hoosier lottery. Buy a ticket and help a railroad...what an idea.

**GENERAL ELECTRIC** has announced that they will cut additional jobs at the locomotive plant in Erie, Pa. Employment has been reduced from 13,000 in 1975 to 5,800 before the

cut of 200 salaried and clerical employees.

**UNION PACIFIC** continues to receive the new C40-8W's at St. Elmo. Units are placed in Conrail service at Cleveland and operated on through trains to the UP at St. Elmo. Several of the new units have been seen in service in the Cleveland area before they make it to the UP.



**DOUBLE STACK CHANGES** are in the news as Mitsui OSK lines has moved its container trains out of the Los Angeles area from SP/Soo Line to the UP as of Feb. 21. At the same time the business out of Seattle area moved from BN to the UP. Conrail will continue to handle the trains to the east coast. Santa Fe will take over the Mitsui's stack trains from the L.A. area to Kansas City, St. Louis, Dallas, Houston and New Orleans. *Via Flimsies.*

**THEY DID IT AGAIN!** According to the Durango & Silverton Narrow Gauge VP-GM Amos Cordova, 1991 was another record-breaking season for the line. A total of 210,344 passengers were carried on 516 trains. Sometime in 1992 the 2,000,000th ticket will be sold since D&SNG began operation in 1981. They will run the photographer's special again this year September 19th. An abbreviated winter season, for the first time since 1986, will operate from the day before Thanksgiving through December 31 (Except December 24-25). Under steam for the first time since 1959, K-36 #482 is scheduled to pull the season opener on May 2nd.

**1991 INTERMODAL SWEEP-STAKES** was won by the Santa Fe with 925,999 units moved. In second place was the Southern Pacific with 842,000 moved. The

SP moved up two places and passed BN and UP who came in third and fourth with 829,000 and 828,000 units respectively. Conrail was fifth with 806,000 and NS came in sixth with 638,000 units. CSX came in 7th with 548,000 units while all others totaled 827,000 units.

In 1988 UP was next to last and has been moving up each year. ATSF has held the lead for several years now, but the other lines are closing the gap.

**ST. LOUIS STEAM TRIP** will be held on June 27th and 28th using Frisco #1522. The trip will feature Norfolk Southern equipment and destination is planned to be Coffeen, Illinois on the old Nickel Plate line. This line is in fairly good condition as NS operates a coal train each day to the power plant near Coffeen. We will keep you posted on details.

**J. B. HUNT SIGNS WITH SOUTHERN PACIFIC** for transportation of trailer loads. This is the third intermodal deal that Hunt has signed with railroads. The first was with Santa Fe two years ago. Last summer the trucking company signed a deal with Burlington Northern to haul freight between the Midwest and the Pacific Northwest. The service has grown from 100 loads a week to the current level of 1,200 loads a week. The service generates \$100 million in revenue each year.



**THE SANTE FE** is taking delivery of new Dash8-40BW's on the system. The new units, numbered 560-582 are being delivered from Conrail at Streator, Illinois. The units are classified B40-8W by Santa Fe. Other new units will be delivered later this year. Numbered 800-866 the C40-8W will be rated at 3800 horsepower. 27 units are to be delivered in April and May with 40 more in late October. *Via Flimsies.*

**UNION PACIFIC** is converting 109 C30-7's and SD40-2"s to B units at the North Little Rock Shops. The control stands will be left intact for movement in the terminal but the fireman's seat, toilet and refrigerators will be removed. The unit number will be modified with "UPB" above the number. The number series will not be changed.

## SANTA FE

Santa Fe plans to offer tank container service within the next several months.

Donald A. McInnes, Santa Fe's senior vice president for intermodal operations, told a meeting of the Chicago Association of Business and Industry that the railroad sees the business "as a real growth area."

Container tanks are mounted on rectangular frames and can easily be transferred between rail, truck and ships, carrying a variety of chemicals and food products. Union Pacific has been the only railroad offering tank containers. It operates 400 leased tanks and has announced it will buy 325 additional ones.

Mr. McInnes indicated that Santa Fe plans to start its tank container service by leasing 24 tanks this spring. Santa Fe and MOL International, Inc., have signed a multi-year contract for the railroad to move containers in double-stack trains from Los Angeles to the midwest.

MOL is the double-stack operator for Mitsui O.S.K. Lines.

Don McInnes, senior vice president of Santa Fe's intermodal division, said, "Our streamlined service and improved logistics capabilities were key elements in securing this account. Our intermodal business units logistics ability complements Mitsui's own in-house logistics capabilities."

Santa Fe officials said the railroad would also be able to fill some of the containers on the back-haul with bulk shipments headed for the Far East.

*Via Rail News Update*

## **NS BRIDGE REPLACEMENT DECATUR, ILLINOIS**

*By: Bruce Bird, IDOT Resident Engineer*

Since mid-January I have been working on a new Fairview Avenue road project on the west side of Decatur that Rick is familiar with. The project is a road widening that involves the removal of two existing railroad bridges and replacement with one. Rick's firm, WVP Corporation, prepared the plans and specifications and my crew is providing on-site engineering and inspection work.

The bridges that are being replaced are located on the Decatur-Springfield Norfolk Southern line immediately to the west of Mosser Tower, junction of the St. Louis line with the Hannibal line. The structures are two identical two-track steel beam with concrete deck structures that were built in 1933 to carry the Wabash and the Illinois Terminal over the new State Bond Issue Route 48. At the time the bridges were built there was an interchange track between the Wabash and IT that shared the Wabash bridge with the mainline and a passing siding that joined the mainline on the IT structure. There was an at-grade crossing just to the west that was closed after the structures were built.

The original agreement between the state and the railroads provides interesting reading. For example, in summing up the petition to the railroads to build a highway underneath their rights-of-way, the agreement states that "the states prayer is answered...". It shows what

kind of power the railroads wielded at that time. Probably the most interesting part of the written agreement was the inclusion of an official 1933 State Highway map, showing all of the railroads at that time. Of local interest on the map were the Kansas & Sidell, Westfield Railroad, and the Wabash branch from Bement south through Sullivan to Effingham.



The replacement plan calls for the State to build a detour track around the existing Norfolk Southern bridge, utilizing the abandoned IT bridge. The detour track consists of jointed 132 lb. rail while the existing mainline is 112 lb. CWR. The grading and trackwork was completed on March 20. The rail subcontractor was Knapp Services of Milwaukee, WI. While speaking with Knapp's foreman I learned that they do most of their work with the Burlington Northern and Soo Line. One of their most interesting contracts is for maintenance on the miniature railway at the Milwaukee County Zoo.

The railroad moved in to do their tie-in work at 7AM on March 23. They cut their rails, dragged the track over to our detour alignment, re-connected, made one pass with the tamper, and moved the first train over the detour (westbound 145) at 1PM. They spent the next three days re-aligning and tamping the detour. The railroad wanted to keep the existing speed limit at 50 mph. I had calculated the overturning speed on the detour curves at 38 mph while working on the layout data. There is now a 35 mph slow order over the detour section for the length of the project.

On Monday March 30 the contractor began demolition of the NS bridge. The work was completed in about two days. The one track replacement structure is of a through girder style with walkways on both

sides and abutments with wingwalls. We have already driven test piling and are arguing with the railroad consultant about installing more sheet piling to protect the detour track from our abutment excavation. Once the new

bridge is built and put in service, the old IT structure will be torn down. Right now the contractor intends to have the new bridge built by late July, so if you want to photograph the site or video a long freight slithering through the reverse curves on the detour, now is the time.

## **NS-CSXT JOINT FACILITIES**

CSXT and Norfolk Southern officials traveled the old Clinchfield line from Frisco, TN, to Spartanburg, SC, in late February to check out the proposed trackage rights from Frisco to Spartanburg for NS trains. The proposed plan includes trackage rights for approximately two to three trains a day with NS crews on the former Clinchfield.

Plans also call for a bypass track to be installed around Erwin Yard, along with upgrading of the signal system at Norfolk Southern costs. The engineering department out of Jacksonville is also looking into the possibility of double tracking from just south of Boone, TN, to Erwin Yard and also in the Green Mountain area and south of Bostic Yard. At the present time there can be no more than eight trains between Erwin and Spartanburg due to the limited sidings. The NS and CSXT are looking into this venture for three reasons:

1. Norfolk Southern wants to do away with Saluda Mountain trackage and its 5% grade.

2. This move would save NS one set of train crews. (At present it takes three crews from Carbo, VA, to Spartanburg, which would be reduced to two crews.)

3. CSXT needs trackage rights on a certain line in Georgia.

There are other locations that CSXT and NS are considering joint facilities.

*Via Whistle Stop*

## CSX NEWS

CSX has surveyed the interchange between their line and Conrail at Greencastle, Indiana in January. This will allow trains from Lafayette to get to the Evansville line via Terre Haute, Indiana. The work is to be finished by June 1992. Until the work is complete the trains are to run via trackage rights to Indianapolis from Crawfordsville and then to Louisville over Conrail. However, as of Late February there were no reports of this movement.

Look for CSX to apply to abandon south of Greencastle soon and probably try to sell the Bedford to Louisville portion to Soo Line.

In the safety department CSX has ended the 1991 year in second place again. Norfolk Southern came out on top with a frequency index of 2.79 injuries per 100 employees. CSX has a mark of 3.75. In third place was Amtrak with 4.7 followed by Sante FE, 6.34, Conrail 6.52; Souther Pacific, 6.64 ; Union Pacific, 7.49 and Burlington Northern, 13.51.

CSX reduced their injuries by 32 percent over 1990 but the competition from NS was strong and the three time winner took first place again. It should be noted that these are FRA reportable injuries.

CSX has been getting the ex-D&H units repainted and renumbered. AS of March 1 only 7401, 7403 and

7407 remained in D&H number scheme. Also, the listing of foreign power on CSX was down with Conrail and NS still being the majority.

## SEA-LAND SIGNS TRANS-SIBERIAN JOINT VENTURE

Sea-Land Service and the Ministry of Railways of the Russian Republic have signed a 50-50 joint venture agreement called the "Trans-Siberian Express Service Inc." that will be the exclusive provider of containerized cargo transit service across the entire Trans-Siberian rail system, including the major stretch between Europe and Asia.

The service will be operated by the Ministry of Railways. Sea-Land will provide management, marketing and intermodal expertise to link global shippers, freight forwarders and carriers involved in the Asia/Europe trade, including Sea-Land Service Inc., which will also market its own

service as a carrier for its own customers. The joint venture will have offices in Moscow and

other cities in the Russian Republic that will be staffed by representatives from both partners in the joint venture.

*Via CSX Stock Report*

## CSX RESUMES TRADITIONAL RAILROADING

CSX Transportation, Inc. has quietly ended its novel structure in which the big Eastern railroad had been organized into three separate companies. The tripartite organization had come about in 1986 as part of the consolidation of CSX-owned B&O/C&O/WM(Chessie System) with Seaboard System; three rail-

road divisions (marketing, equipment and transportation) were created, each with its own president. Former Chairman Hays T. Watkins had come up with the idea, which was to assign asset responsibility to each of the units. By forcing executives to take profit and return-on-investment responsibility, it was theorized, the company would operate more efficiently.

Instead, the tripartite concept caused confusion both within the company and with the public. Each unit was supposed to purchase and sell its products and services independent of the others. The idea that CSX Distribution Services (marketing) would purchase transportation service from anyone other than CSX Rail - Norfolk Southern, perhaps - was greeted with skepticism from the start. Nor did many believe that CSX would ever acquire cars or locomotives from anyone other than CSX equipment.

Robert Kirk, President and Chief Executive Officer, returned CSX to a single president company by dissolving the three divisions and reassigning the former division presidents as vice presidents. Mr. Kirk referred to the now-eliminated structure as having "a lack of clear accountability and excessive hierarchy."

Dissolving CSX Distribution and Equipment will cause many jobs to be transferred from Baltimore to Jacksonville, FL, which is now recognized as the railroad's headquarters.

Other railroad managers viewed this novel organization with reservations and skepticism. All said and done it was a noble experiment that was doomed from the start.

*Via Whistle Stop*

# **NORFOLK SOUTHERN FINALLY CLAIMS ROADRAILER SUCCESS**

The RoadRailer hybrid vehicle that operates on railroad tracks and highways is finally running in the black for its only U.S. operator, which says a new design will make the vehicle even more competitive with over-the-road trailers.

"The RoadRailer is in the black, covering its capital cost," said Thomas L. Finkbiner, Norfolk Southern Corp. assistant vice presi-

## ***RoadRailer***

dent, international and intermodal marketing. "More important, the performance has improved every year."

Norfolk Southern has operated RoadRailers for more than five years and has more than 2,300 units in operation under its Triple Crown Services Inc., subsidiary, which is based in Fort Wayne, Ind.

RoadRailer is owned by Wabash National Corp., a Lafayette, Ind., trailer manufacturer, which bought it last spring from Duchossois Industries Inc. of Elmhurst, Ill.

The change of ownership appears to be beneficial. Where Duchossois was a railcar-builder trying to make a highway trailer, Wabash is a trailer-maker trying to build a rail vehicle. And, it is in the highway mode that RoadRailer must prove it can compete with over-the-road trailers.

Larry Gross, who heads the RoadRailer division, acknowledged that earlier model vehicles have paid a price in capital cost, vehicle weight and cargo capacity. The original Mark IV model, for example, cost more than twice as much as a standard

trailer at \$40,000, only had 107-inch wide doors and carried about 4,000 pounds of rail wheel assembly, which cut into its payload.

The Mark V - Triple Crown has more than 1,350 in service - "is clearly superior," Mr. Finkbiner said. The Mark V has detachable rail gear and leaves the bogey behind at rail terminals before taking to the highway.

"It has a 110-inch door opening, only about 1,000 pounds weight penalty and the capital cost is much more competitive because you're really buying two trailers for each bogey."

The next-generation vehicle, the first developed since Wabash bought RoadRailer, is expected to be even more competitive with over-the-road trailers. "It will be so close in cube, weight and cost that you can afford to use it as an over-the-road trailer," Mr. Gross said.

The concept has been around since the 1950s which a predecessor of CSX Corp. carried mail in trailers with rail wheels on the end of the Pere Marquette passenger train in Michigan.

Burlington Northern Railroad, Consolidated Rail Corp., Union Pacific Railroad and CSX Transportation all experimented with RoadRailer in the last 10 years but dropped out of the market.

Norfolk Southern appears to have achieved critical mass. It has a network of RoadRailer trains connecting 10 markets in a hub-and-spoke operation through Fort Wayne. Last year it got its first interline connection and now operates the trailers into the Toronto area in conjunction with the CP Rail unit of Canadian Pacific Ltd.

Company executives announced last spring that they expected to take RoadRailers into other regions of

the United States, but that hasn't happened yet.

Mr. Finkbiner would not discuss specifics, but it is believed efforts to move into the Northeast over Conrail tracks have been held up by competitive and terminal cost considerations. Conrail executives could not be reached for comment.

Triple Crown acquired 336 53-foot RoadRailer units last year for the expansion into the Northeast, but used them all in existing service, Mr. Finkbiner said.

*Via The Journal of Commerce*

## **AMTRAK Dash 8 Changes**

Amtrak is considering reassignment of the new P32BH locomotives, taking them out of San Diegan service and placing them on long-haul trains. Their slower acceleration makes them less suitable than F40s for the San Diego Line. They are already appearing on the Desert Wind and may also be shifted to the Coast Starlight. Tests are being run on both models before making a final decision. GE engineers have tried replacing a module which makes the 500-class units load much faster, but means that they smoke much more.

## **Tri-Stripe Shorts**

The Texas Eagle now carries mail between Chicago, IL and Fort Worth TX. It had been Amtrak's only major daily long distance train without a mail contract. *Via Flimsies*

## **UP 3985 UPDATE**

Reports are that the 3985 will arrive November 9, 1992, at Memphis, TN, where it will travel on November 10 to Nashville, then on November 11 from Nashville to Louisville. November 15 it will travel from Louisville to Cincinnati and on November 16 will travel to

Huntington, WV, where the engine will be lettered Clinchfield No. 676.

On November 20 the engine will travel from Huntington to Shelby, and on November 21 the Santa Claus Special will be run from Shelby to Erwin. *Via Whistle Stop*

## BURLINGTON NORTHERN

**End of an Era:** Thursday, January 9, 1992, will be remembered as the beginning of the end for the BN E8U/E9U commuter fleet in Chicago. The first two Metra F4OPHM-2s ran double-headed on a westbound commuter during rush hour. Friday, January 10th, saw the second run of F4OPHM-2s as #189 lead train 1219 west. An agreement was reached between Metra, BN, and EMD regarding the new F4OPHM-2 contract, sending the new locomotives to BN rails. Metra F4OPHM-2s #185-192 have been sighted on the BN as of February 26th. As of 2/19, six BN E8/E9Us are in storage: both 9923 and 9924 are stored with cracked frames, 9904 is rusted through, and 9901, 9911, and 9915 are stored for unknown reasons.

**The Mac:** SD60MAC #9500 was released from EMD's LaGrange facility on Monday, February 3, 1991. The unit was brought to BN's Congress Park Yard on the night of February 3rd by the IHB. The loco was then taken to Clyde and remained at the engine facility until 2/5/92. The SD60MAC left an BN train 161 on the afternoon of the 5th. The 9500 wears the same paint job as the 9501, but wears the decals of Siemens and others who contributed to the project. The 9500 wears large black numbers on a white band near the standard BN location and has both a BN logo and a GMLG builder's plate on the cab sides. Reportedly, the 9500 will join the 9501 at Pueblo.

*Via the Chicago Railfan*

ROAD	NUMBERS	CSX CLASS	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	PRIOR ROAD	TOTAL	NOTES	
	81-	85	SW1200	EMD	1200	B-B'	RFP	5	
	91		SW1500	EMD	1500	B-B	RFP	1	
	116		FP7A	EMD	1500	B-B	SBD	1	
	117		FP7B	EMD	1500	B-B	SBD	1	2
	118		FP7A	EMD	1500	B-B	SBD	1	
	119		FP7B	EMD	1500	B-B	SBD	1	2
	121-	127	GP40	EMD	3000	B-B	RFP	7	
	131-	138	GP35	EMD	2500	B-B	RFP	5	
	141-	147	GP40-2	EMD	3000	B-B	RFP	7	
	1004,	1008	H15	EMD	1500	C-C	SBD	2	3
	1010-1029		Yard Slug	EMD/PNC		B-B	CHE	20	4
	1038-1050		Yard Slug	EMD/CHE		B-B	CHE	13	5
	1066		GP18	EMD	1800	B-B	SBD	1	
	1100-1129		SW1500	EMD	1500	B-B	SBD	30	
	1130-1139		MP15AC	EMD	1500	B-B	SBD	10	
	1140-1149		MP15	EMD	1500	B-B	SBD	10	
	1150-1194		MP15AC	EMD	1500	B-B	SBD	45	
	1200-1241		MP15T	EMD	1500	B-B	SBD	42	
	1500-1524		GP15T	EMD	1500	B-B	CHE	25	
	1700-1860		GP16	EMD/SBD	1600	B-B	SBD	147	6
	1888-1990		U188	GE	1800	B-B	SBD	96	
	2001-2129		GP38	EMD	2000	B-B	CHE	112	
	2131-2189		GP38	EMD	2000	B-B	SBD	55	
	2200-2279		Road Slug	EMD/PNC		B-B	CHE/ICG/SBD/SP	80	7
	2280-2330		Road Slug	EMD/MK		B-B	CHE/SBD	50	8
	2400-2404		SD20-2	EMD/PNC	2000	C-C	CHE	5	9
	2420,	2421	SD35M	EMD	2000	C-C	SBD	2	
	2450-2454		SD38-2	EMD	2000	C-C	SBD	5	
	2500-2716		GP38-2	EMD	2000	B-B	SBD	217	
	3000-3008		BQ23-7	GE	2250	B-B	SBD	9	
	3100-3143		B23-7	GE	2250	B-B	SBD	44	
	3209-3225		U23B	GE	2250	B-B	CHE	5	
	3231-3324		U23B	GE	2250	B-B	SBD	84	
	4200-4266		GP30M	EMD	2000	B-B	CHE	65	
	4280-4299		GP39	EMD	2300	B-B	CHE	20	
	4300-4319		GP39-2	EMD	2300	B-B	D&H	20	
	4447		GP40-2	EMD	3000	B-B	CHE	1	10
	4505-4545		SD35	EMD	2500	C-C	SBD	18	
	4550-4577		SD35	EMD	2500	C-C	CHE	9	
	4584-4599		SD35	EMD	2500	C-C	SBD	6	
	4600-4612		SD40	EMD	3000	C-C	SBD	13	
	4613-4621		SD40	EMD	3000	C-C	CHE	8	
	5200-5224		Road MATE	GE		B-B	SBD	25	
	5500-5516		B30-7	GE	3000	B-B	SBD	17	
	5517-5580		B30-7	GE	3000	B-B	CHE	64	
	5700-5805		U36B	GE	3600	B-B	SBD	55	
	5806-5925		B36-7	GE	3600	B-B	SBD	120	
	5930-5949		B40-8	GE	4000	B-B	NYS	20	
	6001-6318		GP40-2	EMD	3000	B-B	CHE	212	
	6346-6391		GP40-2	EMD	3000	B-B	SBD	24	
	6392		GP40-2	EMD	3000	B-B	CHE	1	
	6400-6461		GP40-2	EMD	3000	B-B	CHE	62	11
	6462-6483		GP40-2	EMD	3000	B-B	SBD	22	11
	6484-6499		GP40-2	EMD	3000	B-B	CHE	16	11
	6500-6645		GP40	EMD	3000	B-B	CHE	114	12
	6649-6825		GP40	EMD	3000	B-B	SBD	112	
	6828-6854		GP40	EMD	3000	B-B	CHE	18	
	6900-6947		GP40-2	EMD	3000	B-B	CHE	45	11
	7000-7094		C30-7	GE	3000	C-C	SBD	94	
	7200-7281		U30C	GE	3000	C-C	SBD	23	
	7500-7646		C40-8	GE	4000	C-C	CHE	147	
	7650-7758		CW40-8	GE	4000	C-C	CHE	109	13
	8000-8241		SD40-2	EMD	3000	C-C	SBD	242	
	8242-8261		SD40-2	EMD	3000	C-C	CHE	19	
	8302-8357		SD40-2	EMD/CSX	3000	C-C	SBD	28	14
	8360-8437		SD40-2	EMD/CSX	3000	C-C	CHE	47	14
	8439-8488		SD40-2	EMD/MK	3000	C-C	UP/MP/SP/CNW	50	15
	8500-8552		SD50	EMD	3500	C-C	SBD	53	
	8553-8595		SD50	EMD	3500	C-C	CHE	43	
	8596-8623		SD50	EMD	3600	C-C	SBD	28	
	8624-8643		SD50	EMD	3600	C-C	CHE	20	
	8700-8709		SD60	EMD	3800	C-C	CHE	10	
	8950-8973		SD45-2	EMD	3600	C-C	SBD	19	
	9575		NW2	EMD	1000	B-B	CHE	1	

TOTAL

3158 UNITS

**BUILDER ABBREVIATIONS**

EMD - Electro-Motive Division  
GE - General Electric Company  
MK - Morrison Knudsen Company  
PNC - Precision National Corp.

**PRIOR ROAD ABBREVIATIONS**

CHE - Chessie System  
CNW - Chicago & North Western  
D&H - Delaware & Hudson  
ICG - Illinois Central Gulf  
MP - Missouri Pacific  
NYS - New York, Susquehanna & Western  
RFP - Richmond, Fredericksburg & Potomac  
SBD - Seaboard System  
SP - Southern Pacific  
UP - Union Pacific

**NOTES**

- 1 - Builder's model F7A (originally built as F3A)
- 2 - Builder's model F7B
- 3 - SD35 units derated for hump service
- 4 - Converted from GP9 units
- 5 - Converted from GP7, GP9 units
- 6 - Rebuilt from GP7, GP9 units
- 7 - Converted from GP30, GP35, GP40 units
- 8 - Converted from GP30, GP35 units
- 9 - Rebuilt from SD35 units
- 10 - Unit preserved in Chessie paint scheme with original road number
- 11 - Converted to slug motor units
- 12 - Unit 6573 last in Western Maryland paint scheme
- 13 - Widenose units
- 14 - Rebuilt from SD40 units
- 15 - Rebuilt from SD40, SD45 units

**SOURCES**

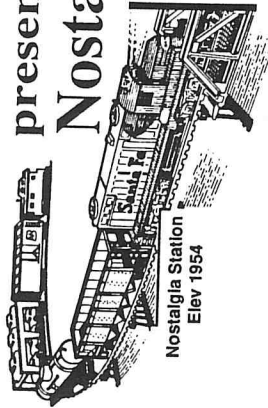
Bull Sheet, Allen Brougham, Editor  
Extra 2200 South, Doug Cummings, Editor  
Diesel Locomotive Rosters, by Charles W. McDonald, Kalmbach Books, 1986 (Second Edition)  
Cinders Staff



## Rockome Gardens

presents:

### Nostalgia Station Model Railroad



Nostalgia Station  
Elev 1954

## Show & Swap Meet

hosted by: *Coles County Central*  
*Model Railroad Club*  
**May 16 & 17, 1992**

**Hours: 10:00 a.m. to 5:00 p.m.**

Admission Prices\*:

Adults: \$3.75    Seniors: \$3.50    Children (4-12): \$2.75

\*Admission prices include all Rockome Attractions and the Model Railroad Show

Rockome Gardens, located in the heart of Illinois Amish country, just five miles west of Interstate 57 and Arcola Illinois. Rockome Gardens just 30 miles south of Champaign, IL and just 45 minutes east of Decatur, IL.

For more information or to Reserve Show Tables contact:

Rockome Gardens  
Attn: Nostalgia Station  
RR #2 Box 600  
Arcola, Illinois 61910  
Phone: (217) 268-4106



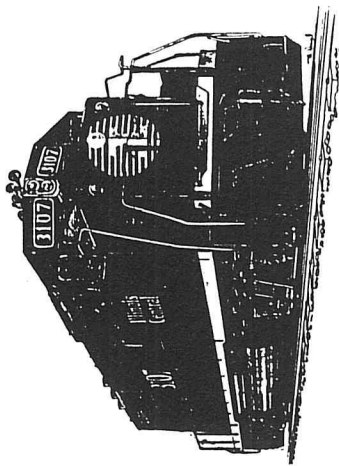
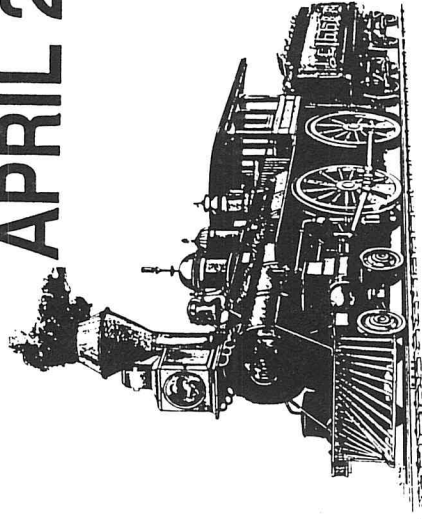
## All Aboard

# C&EIHHS & ICHS SPRING RAILROADIANA SHOW AND SALE



## TUSCOLA, ILLINOIS

### APRIL 25, 1992



The Chicago & Eastern Illinois and the Illinois Central Railroad Historical societies are sponsoring a joint Spring Railroadiana & Model Railroad Show April 25, 1992 in Tuscola, IL. The show will be at the Tuscola Community Center, 101 East North-Central Ave in downtown Tuscola from 10 am to 4 pm. The Tuscola model railroad club layout will be on display during the show and there will be a large number of tables with railroadiana and model railroad items for sale and trade.

Railroadiana dealers and model railroad dealers are both welcome. Dealer tables are available for \$10.00 each and can be reserved by contacting: CEIHS c/o Robert McQuown, 26 Woodland Drive, RR #1, Bismarck, IL 61814.

A dinner and evening slide / movie program will be held by the CEIHS and ICHS Saturday evening in Tuscola. After the schedule program the slide projectors will be available to anyone attending who wishes to bring railroad slides to show the group. For dinner reservation information contact CEIHS c/o KEVIN ERB, P.O. BOX 2056 WEST LAFAYETTE, INDIANA 47906.