

# 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 \$12.00 for Chapter membership in addition to \$14.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July, August and December) at the Palmer American National Bank, corner of Vermilion and Main St., downtown Danville, Il. beginning at 7:30 PM Central Time.

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### Our 25th Year

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Congress of Illinois Historical Societies and Museums

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## COMING EVENTS

### **April 15, 1993**

Tax Day and the regular monthly meeting at PALMER AMERICAN NATIONAL BANK, DANVILLE, IL, in downtown Danville, beginning at 7:30 PM.

### **April 17, 1993**

Chicago and Eastern Illinois H. S. Annual meeting at Danville Area Community College.

### **April 24/25, 1993**

Train show and Swap meet, Coles County Airport, Mattoon, IL 11:00 AM to 5:00 PM.

### **May 23, 1993**

GM&O HS Railroadiana Meet, Holiday Inn, 3100 S. Dirkson Pkwy, Springfield, IL. 10 AM to 4 PM, Free.

### **June 5/6, 1993**

Frisco #1522 from St. Louis to Centralia, IL. Call 314-428-0215 days for information. Coach \$79, Lv. 8 AM, Centralia at 11:30 to 2, Ar. St. Louis 6 PM. St. Louis Chapter, NRHS

### **July 19, 1993**

UP Steam St. Louis to Chicago - see this issue for time.

### **July 21 to July 25, 1993**

NRHS annual convention in Chicago.

UP and NS Steam trips plus side trips to Illinois Railway Museum and on the South Shore. U.P. will operate steam through Villa Grove on the 19th. See article this issue.

## NEXT MEETING

The next meeting will be held on Thursday, April 15, at the Community room of the Palmer American National Bank in downtown Danville. The bank is located on the square on the opposite corner from the Courthouse. Parking is on the south side of the building. Enter through the east door and take the elevator to the second floor. The meeting will begin at 7:30 PM

Discussion will concern the upcoming opening of the museum at Rossville and the upcoming C & E I meeting in Danville. The program will be presented by Doug Butzow of Wellington. This past winter Doug visited Canada and recorded the CN electrics. Be sure to see this fine show from across the border.

We welcome new member John R. Teeter, 1160-J N. Century Blvd., Rantoul, IL to the chapter. Recently John joined the NRHS as an associate member and has now joined our local chapter. We welcome him on board and hope that John and many of you will attend the convention this summer in Chicago.

We want to thank all of the members that helped at the recent show in Urbana. The Chapter saw an additional income of over \$500 for both days. The credit goes to all that helped setup, sell, and transport back to the museum.

## NOTES FROM THE MARCH MEETING

Meeting opened at 7:31 P.M., Larry Prosser presiding. There were three guests present. Secretary's and Treasurer's reports were both read and approved.

Under Old Business, a motion was made by Rick Schroeder and seconded by Bob McQuown to formalize the general agreement made at the last meeting to allow the train order signal fund to be used for other signal projects at the museum, as funds permit. Motion carried. Rick asked for help at the Urbana show with our three tables. The show will be the biggest ever this year, over 200 tables have been sold. Rick also said that there was still no word about a possible caboose trip on the CI&W this spring.

As New Business, Rick reported on NRHS Convention plans and read the day by day schedule. St. Louis, Villa Grove and Chicago will be the

stops for the inbound Challenger. The joint C&E I and Wabash Historical Societies Meet will be April 17 at DACC, and on April 18 there will be a special opportunity to operate Wabash F7A #1189 at the Monticello Railway Museum, for a \$50 donation.

Good of the Order: Bob McQuown displayed his "perfins", or perforated stamp, collection. He will be taking it to the State Fair this year. Greg Bullias says that CSX is still pretty much shut down in the south due to the big snowstorm five days ago. Rick told about details and size of the St. Louis Convention, and the large amounts of money handled, as general information.

Meeting adjourned at 7:58 P.M. Slide program by Rick Schroeder.



## CHICAGO CHAPTER CONVENTION PLANS

The Chicago Chapter has announced the plans for the annual NRHS convention that will begin on July 21 and conclude on July 25, 1993. Both pre and post-convention activities are planned that include important trains. Norfolk Southern will have the inbound 1993 *Independence Limited* sponsored by the Roanoke Chapter. The train will arrive in Chicago from Knoxville, TN pulled by N&W 611. Another inbound train will be sponsored by the St. Louis Chapter. Union Pacific will provide a consist powered by UP #3985 and will arrive in Chicago on July 19. The train will depart on the 25th for Kansas City via St. Louis.

On Tuesday, July 20th, from 6 to 10 PM convention participants may enjoy an formal dinner cruise on Lake Michigan aboard *The Odyssey*.

The convention begins officially on Wednesday, July 21, with a Metra Hiawatha F7 excursion to the Illinois

### **NRHS Convention train ticket prices announced**

At the Chicago Chapter NRHS meeting on March 12, Convention Chairman Robert Pinsky announced the prices for various 1993 Convention activities. To enable prospective participants to budget in advance, here are the events and the announced prices:

Metra Trip/Illinois Rail Museum Trip	\$49.00	South Shore excursion	\$39.00
UP Steam excursion:		1385 excursion to Joliet:	
coach	\$139.00	coach	\$89.00
dome	\$159.00	First Class	\$129.00
Luxury	\$219.00	Tuesday formal dinner cruise on Lake Michigan:	\$75.00
CTA Rail Trip	\$9.00	Wednesday Lake Michigan cruise	\$49.00
Norfolk Southern Steam excursion:		Wednesday Illinois Rail Museum night photo session:	\$42.50
coach	\$99.00	Thursday White Sox game	\$8.00
First Class	\$179.00	CTA Photo session	\$9.00
lunch	\$7.00	Friday Norfolk Southern and Union Pacific night photo sessions	\$25.00
		Questions? Call Larry Klingbeil at 708-354-1753.	

Railway Museum via Elgin. The IRM visit is hosted by the North Western Illinois Chapter and will depart Chicago at 10:00 AM. At 6 PM an informal dinner cruise on Lake Michigan and the Chicago River aboard *Chicago's First Lady* will be offered. From 9 PM to midnight the IRM will host a night photo session.

Thursday, July 22, the UP *Golden Challenger* will depart Chicago at 8 AM bound for Findlay, IL. The train will travel via the former C&EI route with return to Chicago at 9 PM. On the same day the CTA will provide a Centennial Special excursion over the system. Baseball fans will be able to take in a game at the New Comiskey Park via the CTA in the evening.

Friday, July 23, will be a day of railroad theme symposiums by speakers from Amtrak, the CTA, Metra, the restoration agency which is currently working on the Pullman buildings, and an expert on Chicago rail terminals. Also on Friday will be the Director's meeting, the banquet, and night photo sessions in the Union Pacific and Norfolk Southern yards from 9 PM to midnight.

Saturday, July 24, will see the *Nickel Plate Limited* steam excursion which will feature NKP #765 and #587 doubleheader to Argos, IN. In the evening, from 8 to 11, conventioners can enjoy "The best of the Harry P. Dodge Library", a film festival.

Sunday, the 25th will not be a day of rest. An excursion on the Chicago, South Shore and South Bend *Interurban Express* is offered. In another direction conventioners may elect to ride the Mid Continent 400 steam excursion powered by C&NW #1385 on a route that has not been determined.

During the convention there will be various cultural and shopping shuttle bus service available with guides to various attractions. In addition there will be a railroadians Show and Sale

in the Palmer House on the 23rd and 24th. Forms will be in the mail soon. If you have pre-registered you have a jump on the other members in receiving your package. Return your order form as soon as possible to get the trips you want.

## THE STANDARD CLOCK

### APRIL OF YEARS PAST

**1971-** On April 17 the *James Whitcomb Riley* (PC passenger train) will celebrate its 30th anniversary. A special excursion will operate between Indianapolis and Chicago using equipment that will closely resemble the first "Riley" train. The most interesting car will be the bar car, former NYC #48 round end observation. Round trip will be \$26.50 per person. April 25th was scheduled for the last "Flyer" to Chicago before Amtrak.

**1973-** The Milwaukee Road has finally reached the gateway of the South, Louisville, KY. Business has already increased on our line as there are now three trains in each direction each day. As long as I remember there have only been two trains each way per day. There may be more things to come. Southern pool trains??? Also, the Chapter was preparing for the first opening of the Catlin museum, scheduled for June 2-3.

**1979-** And just six years later, preparations were being made to open the second museum in Rossville to the public. Although we moved into the building in 1976, it took three years to get the place in shape to open.

## NEW STEAM POWER FOR OHIO

The Ohio Central Railroad, the shortline common carrier, has acquired two steam locomotives to supplement ex-Canadian National 4-6-0 #1551 on their steam excursion program. From the Logansport & Eel River RR at Logansport, Indiana, Jerry Jacobson of Ohio Central has purchased ex-Buffalo Creek & Gauley 2-8-0 #13, which should have been moved by the time you read this to OHC property at Coshocton, Ohio.

The #13 is reported to be in pretty good condition, needing mostly running gear work plus some general refurb to put her back in operational condition. Last year, her former owners did extensive boiler and firebox work. The second locomotive acquired by OHC for use on their railroad is the ex-Grand Trunk 4-8-4 #6325 from the restoration group known as "6325 Turntable, Inc." at Battle Creek, Michigan.

This engine, which is said to be about one-third the way through restoration to full operation, will be moved sometime around early March to Coshocton from its present outdoor fenced siding on the grounds of GTW's Battle Creek shops - not by demand of Grand Trunk (now called CN of North America), which has been very helpful to the group, but by the EPA which wants to clean up heavy chemical ground contamination under the locomotive siding. Without an adequate facility readily available to move into the area to continue the restoration, the group decided to sell the locomotive to Jacobson and then dissolve, which they now have done. Before they did, from the proceeds of the sale, 6325 Turntable donated \$9000 to the Durand Railroad Museum and \$1000 to the Battle Creek Historical Society and Museum.

Jerry has plenty of railroad to run his big steamers on, first, the Ohio Central itself, operating over some 70 miles of former NS/NKP/W&LE track from Zanesville through Coshocton to Brewster, Ohio, and the Columbus & Ohio River Railroad, over 100 plus miles of Ex-PRR/PCC & Stl "Panhandle" mainline acquired last spring from Conrail, mostly 120-lb welded rail, from Columbus east to Mingo Junction on the Ohio River.

*Via Steam News, Ties & Tracks*

## **BN MAKES FIRST BIG ORDER FOR AC LOCOMOTIVES**

Burlington Northern has become the first major North American railroad to announce plans to acquire a large fleet of AC traction locomotives.

BN said it will invest more than \$675 million in the technology over the next five years and acquire 350 state-of-the-art AC locomotives from General Motors' Electro Motive Division. The locomotives are the result of a technology partnership between EMD and Semens Transportation Systems, a subsidiary of Semens AG.

Eight of the 4000 horsepower locomotives will be acquired this year with between 60 and 100 additional units then being acquired annually through 1997. Most of the locomotives will be used in coal service.

BN Chairman and CEO Gerald Grinstein said the new locomotives "will provide substantially more pulling power, improved fuel efficiency and reduced emissions. This long term commitment to AC technology is another step towards a fully-scheduled railroad."

Locomotives using direct current provide most of the motive power for North American railroads. However, AC traction locomotives are commonly used in Europe. But the

## **CN, CP TO USE JOINT RAIL LINE**

CN North America and CP Rail System have agreed to use a common rail route between the Quebec-Ontario border and North Bay, Ont.

The new route will be jointly owned by the two railroads and is to be operational by the end of 1993. Railroad officials said the plan will permit the two railroads to reduce the high costs associated with owning and maintaining separate rail lines that are frequently just a few kilometers apart.



Each railroad will have running rights on the line and will continue to offer competitive services to their respective customers. The line will also handle passenger trains operated by VIA Rail. The railroads said they were looking at other opportunities to increase plant efficiency in their eastern networks. A project team, headed by senior CN and CP officials, will examine duplicate routes, freight yards, diesel and car shops and other facilities in the region.

*Via Rail News Update*

European rail system is primarily passenger-oriented. Freight trains in Europe tend to be much shorter and lighter than in the U.S.

BN has been operating three prototype AC traction locomotives on some of its coal routes since last June. A fourth locomotive is undergoing tests at AAR's Research and Test Center in Pueblo.

Earlier this year, the AAR issued a request for proposal for a test fleet of up to 26 AC traction locomotives generating 5,000 horsepower each. Those locomotives will be tested by a group of 10 railroads including BN.

Both AC traction and DC locomotives utilize diesel fuel to generate electricity. But AC traction locomotives offer reduced operating costs and the capacity to increase both horsepower and traction. This reduces the number of locomotives needed for many freight operations. Because AC locomotives boast greater fuel efficiency than DC locomotives, they also emit fewer pollutants into the air.

*Via Rail News Update*

## **NYC U25B 2500**

Former Conrail (originally New York Central) U25B 2500 - NYC's first of seventy U25B's - has been restored to the paint scheme it wore upon leaving the General Electric plant in Erie, PA on January 25, 1964.

Organized by Tom Gerbracht, a crew including LSRHS members Jim Bauman, Gale Treiber and Tom and Don Climpson hand-sanded and masked the 2500 on January 30. That weekend, volunteer painters Jay Miller and Dave Wescott painted almost the entire carbody white, the lettering color. The next week, the lettering stencils were applied, and during the following weekend Jay and Dave applied the black body color. Following the painting, the heralds were applied; and the unit was clear-coated.

Over the past year, the U25B had been sand-blasted and primed; and East Erie Commercial Railroad forces performed extensive carbody and cab repairs. Tom has headed the project for LSRHS, handling the myriad details necessary to accomplish this valuable restoration.

*Via The Lake Shore Timetable*



April 3-4 .....	Birmingham AL to Chattanooga TN .. RT-611 .....	HEART OF DIXIE CHAPTER.
April 17-18 .....	Jacksonville FL to Valdosta GA .. RT-611 ..	NORTH FLORIDA CHAPTER.
April 24 .....	Spencer NC to Lynchburg VA .. RT-611 ..	NC Transp History Corpn.
April 25 .....	Spencer NC to Asheville NC .. RT-611 ..	same sponsor.
May 1 .....	Kingsport TN to Appalachia VA .. RT-4501 ..	WATAUGA VALLEY CHAPTER.
May 2 .....	Kingsport TN to Richlands VA .. RT-4501 ..	same guys!
May 8-9 .....	Norfolk-Petersburg VA .. RT-611 ..	Kiwanis Club of Portsmouth, Virginia.
May 15 .....	Alexandria-Lynchburg VA .. RT-611 ..	Washington DC Area Joint Trip Comm.
May 16 .....	Alexandria-Front Royal VA .. RT-611 ..	same bunch!
May 22 .....	Winston-Salem-Roanoke-Lynchburg Circle ..	Diesel/611 .. WINSTON-SALEM CHAP.
May 23 .....	Winston-Salem-Asheville NC [Diesel RT] ..	611/Diesel .. same group!
May 29 .....	Asheville [Valdese] to Barber Junction NC ..	RT-611 .. ASHEVILLE CHAPTER.
May 30 .....	Asheville NC-Spartanburg SC .. RT-611 ..	They're busy this week!
June 5-6 .....	St.Louis Mo to Centralia IL .. RT-1522 ..	SAINT LOUIS CHAPTER.
June 12 .....	Kenova WV to Cincinnati OH .. RT-611 ..	C.P.HUNTINGTON CHAPTER.
June 19 .....	Portsmouth-Piketon OH [A.M. Trip] ..	RT-611 .. Again!
.....	Portsmouth OH to Kenova WV [P.M. Trip] ..	RT-611 .. A full day of steam!
June 26-27 .....	Detroit MI to Bellevue OH .. RT 587 ..	BLUEWATER MICHIGAN CHAPTER.
July 10 .....	Cincinnati OH to Knoxville TN .. OW-611 ..	Cincinnati Railroad Club.
July 11 .....	Knoxville TN to Cincinnati OH .. OW-611 ..	same sponsor.
July 17 thru 20 ...	INDEPENDENCE LIMITED - Contact ROANOKE CHAPTER for details.	
July 24 .....	Chicago IL to Argos IN .. RT-765/587 ..	CHICAGO CHAPTER [NRHS Convention].
July 31 .....	Fort Wayne IN to Detroit MI .. RT-765/611 ..	Fort Wayne Historical Society.
August 1 .....	Fort Wayne IN to Detroit MI .. RT-611/765 ..	same sponsor.
August 7 .....	Buffalo NY to Conneaut OH .. RT-611/Diesel ..	NIAGARA FRONTIER CHAPTER.
September 11 .....	Bellevue OH to Kenova WV .. OW-611 ..	Mad River & NKP RR Society.
September 12 .....	Kenova WV to Bellevue OH .. OW-611 ..	same sponsor.
September 18-19 ...	Columbus OH to Kenova WV .. RT-611 ..	Ohio Railway Museum.
September 25-26 ...	Alexandria to Front Royal VA .. RT-611 ..	Washington DC Area Joint Comm.
October 2 .....	Bristol to Roanoke VA .. RT-611 ..	WATAUGA VALLEY CHAPTER.
October 9 .....	Roanoke to Walton VA [2 RT] .. 611 ..	ROANOKE CHAPTER.
October 10 .....	Roanoke VA to Bluefield WV .. RT-611 ..	They love their steam!
October 9-10 .....	Huntsville AL to Chattanooga TN .. RT-4501 ..	NORTH ALABAMA CHAPTER.
October 16 .....	Richmond-Lynchburg VA [Brookneal Circle] ..	RT 611/Diesel .. OLD DOMINION CHAPTER.
October 17 .....	Richmond to Lynchburg VA [Altavista Circle] ..	RT Diesel/611 .. same guys!
October [n-s] .....	Contact TVR&M for trips operating in October at Chattanooga.	
October 23 .....	Greensboro NC to Roanoke VA .. RT-611 ..	GREENSBORO CHAPTER.
October 24 .....	Greensboro to ASHEVILLE NC .. RT-611 ..	They're at it again today!
October 30 .....	Charlotte NC to Toccoa GA .. RT-611 ..	PIEDMONT CAROLINAS CHAPTER.
October 31 .....	Charlotte to Asheville NC .. RT-611 ..	Again!
November 6-7 .....	Atlanta to Toccoa GA .. RT-611 ..	ATLANTA CHAPTER.
November 13-14 ....	Birmingham AL to Chattanooga TN .. RT-611 ..	HEART OF DIXIE CHAPTER.

## SANTA FE TARGETS TRUCKLOAD FREIGHT

Santa Fe has introduced a premium container and trailer service for truckload customers between Chicago and Los Angeles.

Train 188 will depart Chicago every Friday and Saturday with an evening cutoff and third morning availability. "This service compliments our existing premium service for less-than-truckload customers," said Owen Zidar, general director-intermodal marketing and sales. "The initial reaction from customers has been overwhelming."

Jeff Brashares, president, Railvan Consolidated, Inc., is one customer impressed by the new service. "We

use it every weekend to ship General Electric and Thompson Consumer Electronic products from the Midwest to the West Coast. It's great to have a motor competitive service to California in containers for truckload customers. This is a service we, the customers, requested and Santa Fe delivered."

Santa Fe said it hopes to expand the service from twice weekly to daily in early 1993.

*Via Rail News Update*



## EARLY TRIP PLANS FOR THE 587 AT I.T.M.

The Indiana Transportation Museum of Noblesville is considering the following trip for the ex-NKP Steamer No. 587 - Schedules & dates not announced.

1. Requested 587 - June - Detroit to Toledo
2. Requested 587 - July - Chicago NRHS Conv.
3. 587 Indiana Southern - Indianapolis to Spencer (PRR's old line) Date: Aug. 28-29 of 1993 is tentative.
4. 587 Indiana Rail Road; for Bloomington's 175th Celebration. Requested by the City of Bloomington.

*Via along the Main Track*

## ANOTHER SUCCESSFUL YEAR FOR SANTA FE INTERMODAL

In 1992, Santa Fe's intermodal loadings increased 11.6% compared to a 6.7% growth rate in 1991. Broken down by business group, international business increased 21%, shipments from direct marketing accounts grew 19.8% and business through intermodal marketing company (IMP) partners increased 1.4%.

Don McInnes, senior vice president-intermodal business unit, sees the industry increasing its focus on partnerships between carriers. "The future will hold an increasingly complex web of relationships among shippers, railroads, intermodal marketing companies, trucking companies, and steamship companies," McInnes said. "In this environment, the keys to survival and prosperity will be flexibility, creativity and responsiveness."

Santa Fe plans a substantial investment in intermodal plant and equipment improvements in 1993, including approximately \$100 million for terminal improvements.

*Via Santa Fe Railway News*

## **UNION PACIFIC 3985**

The St. Louis Chapter is selling tickets for the final leg of the UP Challenger trip from Kansas City to Chicago. The schedule and prices from St. Louis to Villa Grove and Chicago are listed below. Contact the St. Louis Chapter, 1135 Cononnade Center, Suite 321, Des Peres, MO 63131 for tickets and information.

<b>Monday, July 19, 1993</b>			
Lv	St. Louis, Mo.		8:00 AM CDT
Arr	Villa Grove, Ill.		1:00 PM CDT
Lv	Villa Grove, Ill.		2:00 PM CDT
Arr	South Suburban Chicago, Ill.		7:30 PM CDT
<b>Sunday, July 25, 1993</b>			
Lv	South Suburban Chicago, Ill.		8:00 AM CDT
Arr	Villa Grove, Ill.		1:30 PM CDT
Lv	Villa Grove, Ill.		2:30 PM CDT
Arr	St. Louis, Mo.		7:30 PM CDT
<b>Monday, July 19, 1993</b>			
	St. Louis - Chicago	Astra Dome	\$ 174.00
	St. Louis - Chicago	Coach	\$ 134.00
	St. Louis - Villa Grove	Coach only	\$ 79.00
	Villa Grove, Ill. - Chicago	Coach only	\$ 79.00
<b>Sunday, July 25, 1993</b>			
	Chicago - St. Louis	Astra Dome	\$ 174.00
	Chicago - St. Louis	Coach	\$ 134.00
	Chicago - Villa Grove, Ill.	Coach only	\$ 79.00
	Villa Grove, Ill. - St. Louis	Coach only	\$ 79.00

## **J. B. HUNT POISED TO BE KEY PLAYER IN MEXICAN RAILROAD MARKET**

The Mexican government says it is not ready to sell off its national railroad system. But when it does, at least one U.S. trucker may be there with cash in hand.

Officials of the J.B. Hunt Transport Services Inc., the Lowell, Arkansas truckload carrier that spearheaded the burgeoning field of truck-rail partnerships, are positioning the

company to be a key player in the future of the Mexican rail system. Outsiders, meanwhile, say the company is positioning itself to dominate the system and restrict competitors.

Hunt officials denied that J. B. Hunt, the company's founder and chairman, is seeking a seat on the board of any future private rail company. But he has made no secret of his intention to create a full service transportation company, and has already made extensive inroads into the Mexican market. "We will continue to get more involved in Mexico," said Terrence D. Matthews, Hunt's vice president for international marketing. "But buying parts of the Mexican rail-

roads? That would take the capability of coming up with hundreds of millions of dollars. We just don't have the money."

He acknowledged that Mr. Hunt had expressed interest in such a plan, but "nothing with

any credence. Mr. Hunt has talked about buying ocean ships too. Or barges to Puerto Rico. There are a lot of things he blue skies about," said Mr. Matthews.

In May 1992, Mr. Hunt established a partnership with the transportation consortium Transportacion Maritima Mexicana (TMM) to deliver goods throughout Mexico. While most shipments to Mexico are over-the-road, from ports through Laredo, Texas, the company has plans to eventually ship intermodal containers across the border on the Ferrocarriles Nacionales de Mexico (FNM) railroad.

Competitors argue that Hunt's expansion plans could include a slice of the Mexican rail system if the government moves to privatize the network. They note that last year Hunt raised \$50 million from a stock sale to purchase intermodal containers. And its growth gives it the capability of raising much more.

Referring to reports that Mr. Hunt wants to own a piece of the Mexican rail system, Len Bennett, president and chief operating officer of Celedon Group, said the report is more fact than fiction. "That's not a rumor. That's been said out loud. He wants to lock that up," he said.

A veteran player in the Mexican market, Celedon is currently seeking concessions of its own to operate sections in several major ports and airports, Mr. Bennett said.

In an effort to modernize and attract foreign investment, the Mexican government in the early 1980s began divesting major publicly held assets, including banks, mines, the telephone system and most recently, major media assets. Analysts expect the process to continue, although Mexican officials now say the rail system is not on the block. "The Mexican government has decided to get out of the business of business. Now they want to regulate, supervise and oversee a level playing field," said one economist at the American Embassy in Mexico City.

With the expected surge in business generated by the pending North American free-trade agreement, Mexican officials are seeking other transportation-related investments as well, including concessions to build and operate roads connecting major industrial centers.

*Via CBOT Transportation Newsletter*

## ICC SETS PLAN TO MONITOR WISCONSIN CENTRAL DEAL

The Interstate Commerce Commission has released a five-year oversight plan designed to ensure that shippers are not harmed by the purchase of two IteI Corp. short lines by a unit of the Wisconsin Central Transportation Co. The five-step plan, first proposed in the ICC's Dec. 10 order approving Fox Valley & Western Ltd.'s purchase of Fox River Valley Railroad Corp. and Green Bay & Western Railroad Co., contains the following elements:

---Within three months of the deal's consummation, the railroads will notify shippers in writing of the ICC's plans for monitoring the transaction's competitive impacts.

---The railroads will submit annual financial, economic and operating data to the ICC.

---ICC staff will meet periodically with the railroads, selected shippers and other parties to discuss changes in the rail systems, rates and service, among other things.

---The Commission will hold an annual hearing for all parties to express their views on the competitive aspects of the transaction.

---The ICC's office of economics will submit an annual oversight report based on filings and agency discussions.

The commission said its effort is designed to resolve competitive problems that might crop up as a result of the consolidation. Late last month, the ICC ruled that Fox Valley & Western, Wisconsin Central's non-railroad subsidiary, must negotiate to offer jobs to workers on both lines. Gail C. McDonald, ICC chair, and J.J. Simmons III, vice chair, dissenting from the majority, said

the issuance of a monitoring plan should be delayed until the agency acts on a petition by Chicago & North Western Transportation Co. to reconsider the agency's earlier findings on the transaction's competitive impacts.

*Via CBOT Transportation Newsletter*

## SP EXPANDS "SPIRIT SERVICE"

Southern Pacific has expanded its domestic double-stack "SPirit Service" to El Paso and St. Louis.

This is the second expansion of the service since it began operating in the Los Angeles to Chicago corridor in November 1991. Last June SP expanded it to Kansas City.

Using new 48-foot containers, the "SPirit" train provides fourth morning service to St. Louis from Los Angeles. From El Paso, it provides second morning service to Kansas City, second evening service to St. Louis and third morning service to Chicago and Los Angeles.

General merchandise, manufactured goods, and warehouse commodities all move in "SPirit Service," said Alan Davis, director-intermodal marketing for SP. The railroad's double stack service was initially aimed primarily at serving international shipping lines. SP began targeting domestic shipments in 1991.

"We acquired an initial fleet of 900 domestic containers to accommodate demand, and doubled our fleet in 1992," Mr. Davis said, adding SP expects the business to grow steadily throughout 1993.

*Via Rail News Update*



## AMTRAK BEGINS REVENUE TEST OF TILT TRAIN

Amtrak has begun operating the X2000 - its leased high speed tilting train - along the Northeast Corridor to test its acceptance among passengers.

On February 1, the X2000 replaced one northbound and one southbound New York-Washington metroliner. On April 5, it is scheduled to expand its route to run one Monday-through-Friday round trip metroliner between New Haven, New York and Washington.

Amtrak has been evaluating the Swedish-built train since October. It has the ability to substantially reduce travel times while operating on existing tracks. The train can travel through curves at speeds 30 to 40 percent faster than conventional trains and can travel up to 20 percent faster than current metroliners on straight track. A computerized tilting system banks each car to counter centrifugal forces while the train travels through curves at high speeds.

This summer Amtrak also plans to take delivery of a high-speed passenger train from Germany for testing along the Northeast Corridor.

*Via Rail News Update*  
(Ed. It was hoped that the Swedish train would come to the midwest for testing, but recent news now indicates the train will return across the water without coming to the midwest.)

## NEW POWER ON THE WAY

Amtrak will begin to receive deliveries of their new AD-103DC units during late April or May. Amtrak has a total of 46 of these 4,000-HP units on order from General Electric, and it is expected that 37 of the AD-103DC units will be delivered dur-

ing 1993, with the balance due in 1994. It has been reported that the AD-103DC units, to be numbered #800-845, will wear another new and unique paint scheme variation. To follow in 1994 will be 10 AD-103DC-DP units, also to be built by GE but rated at 3,200-HP and designed to operate as either straight diesel or electric off of third rail. These units will be used to replace the FL-9 fleet, so it may be wise to include rail-fanning the Amtrak FL-9 fleet in your summer plans.

*Via The Mainline*

## CONRAIL

More new power arrives: Conrail has begun to take delivery of this year's 80 unit order of new C40-8W units from GE. The first of these units started to arrive on Conrail property in mid-March, with deliveries expected to continue through the spring and summer. The units are numbered #6150-6229, right after the previous C40-8W units, and are externally identical to the previous order except for the addition of the new alternating ditch lights. These units join the 45 new SD-60M units (#5500-5544) which were delivered earlier this year from EMD, giving Conrail a lot of new power for 1993!

## NS TO OPEN CENTRALIZED CUSTOMER SERVICE CENTER IN ATLANTA

Norfolk Southern will open a centralized customer service center in Atlanta. The Thoroughbred Customer Service Center will be available to NS customers 24 hours a day to respond immediately to service requirements, transit activity and all questions regarding NS rail services.

"Our new service center will include advanced state-of-the-art technology that provides centralized up-to-date information about their shipments," said C. Michael Irvin, NS vice president for transportation.

"Our building in Atlanta, which contains the railroad transportation control center, provides the ideal location" for the new facility, he added.

NS said the new customer service center should be fully staffed and operational by December.

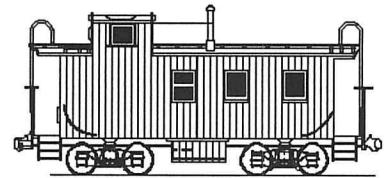
*Via Rail News Update*

Rebuilt older power coming: Conrail is proceeding with plans to rebuild 30 SD-40 units, upgrading them into what Conrail plans to call SD40-3 units. For the rebuild program, Conrail will use 20 units from their current SD-40 fleet as well as acquire 10 ex-Kansas City Southern SD-40 units from Pacific Rail Leasing. The units will be rebuilt by the Juniata Shops in Altoona and will tentatively be numbered #6961-6970. Look for these units as the first one should be out and running in the near future.



Mid-Train units are coming: Conrail is installing "Locotrol II" equipment in C40-8W units #6050-6059, allowing these units to be used as mid-train remote control units. As of this printing, there have not yet been any reports as to where these units are being used, but we will keep you posted and advise you as soon as we hear where Conrail is assigning and using these units.

*Via The Mainline*



## WHEEL REPORT

Recently, the northbound and southbound *Coast Starlight* met at Chorro siding on the Cuesta Pass, north of San Luis Obispo to exchange pie. The southbound was in need of apple pie and other condiments. The crew requested the Southern Pacific dispatcher to arrange the meet for the across-the-track exchange by dining car crews. The diners were spotted opposite one another, and after a seven minute pause, the trains continues on their journeys. Have you seen the "gray poupon" commercials? *Via the Pioneer.*

The C & I M Chapter has produced a video of the Chicago and Illinois Midland. Entitled the *Return of the Heavyweights*, the 29 minute video is available for \$19.95 from the chapter. Every mile of mainline is covered from the Sangamon River Valley to the Havana dumper complex. Both steam and diesel is covered in some rear footage. The video may be ordered from the chapter at PO Box 121, Macomb, IL. 61455.

Walt Baselt reports the ILLINOIS CENTRAL is repainting the ex-BN SD-40's without removing the dynamic brake blister. The last group purchased had the dynamics removed, but this time some are coming out of the shop in new paint. It is not known if the dynamic brake is operative or not.

IC AND KCS have reached an agreement under which they will cooperate in the marketing of joint-line service. With the agreement, IC said it will support the proposed acquisition of MidSouth Corp. by



KCS. IC had not previously taken a position while it conducted a detailed review of the impact of the acquisition.

IC's Harrison succeeds Ed Moyers. Moyers, just about everybody would agree, has done a remarkable job during his years as chairman, president, and CEO of Illinois Central. But Ed Moyers, with health problems, had announced his intention to retire this year. And the new president and CEO of IC is E. Hunter Harrison, with Gilbert H. Lamphere elected chairman. Harrison joined IC from Burlington Northern in 1989 as senior vice president-operations. Lamphere has been chairman of IC's Executive Committee since 1990.

CSX has added another intermodal train through Danville. No. 124/125 began running March 24. The northbound train is through Danville around 1-3 PM. The southbound train leaves Clearing at 4:00 PM putting the train through Danville around 8 PM. This is a daily train and has been heavy so far.

NS, Triple Crown, has been running a 154 which is the second section of #254. Business has also been good on NS and the second section runs almost daily. In addition many of the normal trains have been running second sections. Due to power shortage trains like #181/182 and 183/184 have been running with one unit, usually a C40-8.

## #2707

This locomotive sat in Cleveland's Brookside Park in an unprotected outdoor display for many years, suffering unrestrained vandalism and weathering, to the point that the city ordered it removed as an eyesore, and considered having it scrapped. The Illinois Railway Museum has acquired the locomotive from Ray Kammer of Hammond, Indiana (who tried to save the locomotive by moving it out of Cleveland)

and moved it onto a siding in the CSX/B&O Fourth Street Yard in Cleveland, where it awaits completion of work by an IRM crew that would render it fit for movement over the rails to Union, Illinois, where it would undergo some cosmetic restoration and go on static display.

In the words of those who have seen the 2707, everything that could be stolen off of it, has been - including the pilot but, not the pilot truck. The IRM boys have their work cut out for them. Just getting it to look good. Restoration is grossly unlikely.

## CP RAIL SYSTEM UNVEILS NEW COLORS

CP Rail System's executive committee recently approved a new livery design that soon will be adorning the railway's locomotives.

The new design, a product of the railway's visual support services department, features a uniform red background, a deeper red than the railway's previous "action red" livery color, and a symbol, on the carbody sides, which incorporates elements of the Canadian and U. S. national flags.

"The symbol is designed to demonstrate, visually, that CP Rail System is a North American carrier," Peta Stewart, a graphic designer who worked on the project, said.

The symbol's rippled, wind-whipped look is intended to represent movement, the railway's "constant motion," she said.

The new livery includes several elements borrowed from the design of Soo Line locomotives, such as the red paint and reflective Scotchlite-brand stripes and decals.

A horizontal, reflective stripe encircling the carbody, CP Rail System lettering and the symbols on each

side, and the two letter "CP" decal emblazoned on the locomotive hood, will be made of the reflective material, Harald Kunze, creative director and co-designer, said.

The Scotchlite decals will make the locomotives "much more visible at night and from a distance," he said.

The first locomotive bearing the new livery is expected to roll out of the Ogden shops (Calgary) early in March, followed soon after by a second locomotive, which will have the new paint and decals applied at the Shoreham shop (Minneapolis).

The response to the two test units will determine the schedule of further equipment modification.

*CP Rail press release*

## RAILROADS SET TWO TRAFFIC RECORDS IN 1992

Traffic on the nation's railroads set records in two key categories during 1992, the AAR has reported. The AAR said records were set for total intermodal traffic - 6,709,732 trailers and containers, up 7.4 percent from the previous record set in 1992; and ton-mileage, which was estimated at 1,065.4 billion, up 2.6 percent from the record set in 1991.

The AAR also reported total carloadings for 1992 of 16,866,164 up 1.1 percent from 1991. Sixteen of 19 commodity groups showed increases over 52-week 1991 totals. Intermodal volume is not included in carloadings.

"Particularly encouraging --especially in light of the sluggish economy-- is the strong growth shown in both intermodal (up 7.4 percent) and automotive traffic (up 14.5 percent)," said Dr. Harvey A. Levine, vice president of the AAR's Economics and Finance Department.

"These are both product lines that are highly competitive and require high quality service. The industry's strong growth in these key areas would seem to indicate that our quality programs are finding favor with the nation's shippers," Dr. Levine said.

Coal and grain remained the industry's two largest sources of traffic, with coal accounting for 6.3 million cars (down 2.5 percent and grain accounting for 1.4 million (up 3.6 percent). Intermodal traffic has set a record every year since 1982. The ton-mileage record was the sixth consecutive one.

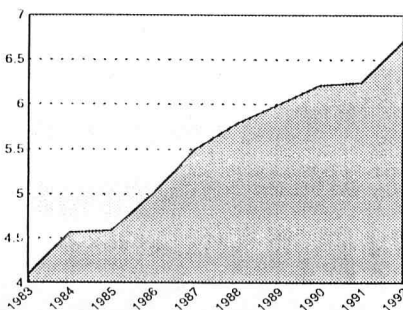
This past year was also the first in which container volume was greater than trailer. The difference was narrow, with railroads moving 3,359,226 containers and 3,350,506 trailers. The AAR began keeping separate container and trailer statistics in 1988, when container traffic accounted for 39.7 percent of total intermodal.

Dr. Levine noted that while 1992 contained 53 weeks for reporting purposes -- a calendar quirk that appears periodically -- the data were adjusted to assure 52-week comparability of records.

For the 53 week period ending January 2, carloadings totaled 17,120,261, up 1.1 percent from a comparable 53-week period a year earlier. Intermodal volume totaled 6,802,988 trailers and containers, up 7.4 percent. Ton-mileage totaled 1,081.8 billion, up 2.5 percent.

*Via Rail News Update*

Intermodal over the past decade  
(Millions of containers, trailers)



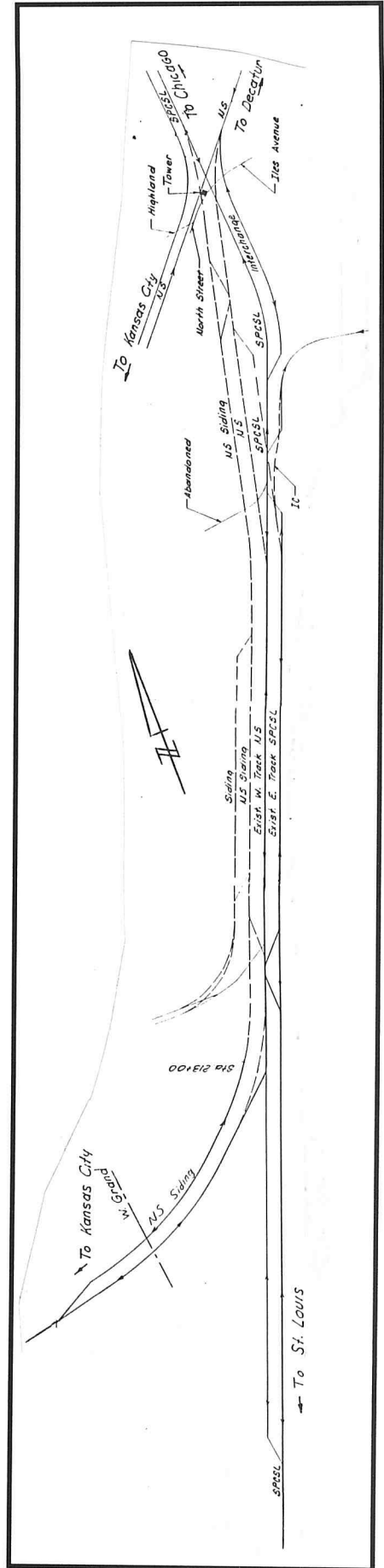
## SPRINGFIELD RELOCATION

If you like me and wear bi-focals you may have to get out the magnifying glass to read the adjacent map of the Springfield relocation. Best I could do considering the space.

The last meeting has occurred with the consultant, IDOT and the railroads and the final plans are soon to be delivered to the state for bidding. The schedule calls for a May 21 letting, however, there are several agreements to be signed prior to that time and the date, as far as I am concerned, May 21 is questionable.

The sketch shows how the track will look by the time the East Track Segment is bid. The solid lines are completed track, the dashed are proposed. At the north end is the present Iles interlocking with an existing tower. The south end of the two tracks is Hazeldell on the S.P. The track curving to the west is the new Norfolk Southern alignment, however, by late summer only the IC and GWWR will be operating on it to the Roodhouse line. The track curving east just south of Iles is the I.C. and the line curving to the west near the N.S. main is an industry lead to Midstates.

This spring the SPCSL will begin the upgrade of the existing east and west tracks on their railroad. They will undercut both tracks and then install new ties and welded 136 lb. rail. Upon completion of the project in 1994 the west SPCSL track will become N.S. Just south of present Iles is new Iles as shown in the dashed lines. No. 20 crossovers will carry the railroads across each other. At the south end near the industry track are three crossovers using No. 20 turnouts. The SPCSL will be able to use all three tracks as will the NS. However, most of the time they will use their own route. The IC will cross the SP and NS to get to Midstates and to go west on the GWWR.



The Decatur dispatcher of NS will control the interlockings. NS will do all of the signal work involved with the system except for the turnouts in SP control and approach signals on the SP. The SP will have track-age rights over NS to KC Junction near Veterans Parkway, about 2 miles. That gives the GWR and the IC rights to venture west to Roodhouse and Kerns. NS will control that interlocking also as well as the end of the siding near West Grand Avenue.

Iles tower will be removed prior to the cut-over of the railroads as the SP alignment is through the west side of the building. Iles Avenue will be closed for 60 days with the crossings being constructed and as much roadway as possible. It would be expected, if the contract proceeds on time, that Iles will be closed by the spring of 1994. For a period of time the crossing will be remote from the NS yard office in Springfield.

At the present time the contract for the West Track Segment has been let and the contractor should begin some work by March 1. Coordination meetings are being held and the contractor is getting the schedule together. The railroads are furnishing all material except ballast. Timing of delivery is critical and the contractor wants to get off to a good start. A deadline of July 1 to cut-over the Roodhouse line is approaching already. This is a must if the East Track Segment is let on time.

If you live near Springfield now is the time to begin planning your photos in the areas that will soon be abandon. Another tower bites the dust, so to speak.

*Rick.*



## CAPITOL EXPENDITURES FOR '93

What does your favorite railroad plan to spend this year and on what? The January issue of Progressive Railroading lists most of the major roads and we hope your favorite is listed in some of the following:

**Belt Railway of Chicago:** The budget for '93 is \$4.1 million with most to tie and surfacing work. They plan to replace the retarders in the eastbound hump and about a dozen switches in the west plant and the departure yard. The railroad plans to begin work on a upgrade of the fueling facility.

**Chicago and Illinois Midland:** Expenditures are market driven. Last year a unloading facility was constructed to testy southern Illinois coal. Two locomotives were equipped with ground remote control. The railroad is waiting this year to see what the Clean Air Act will bring.

**Chicago and North Western:** They will spend about \$111 million this year. 39 miles of CWR along with ties and bridge and signal work will be preformed on the east-west mainline. \$41 million of the above will be spent on the rest of the system with \$4 million for the coal hauling unit. \$5 million will be spent on the expansion of global II to handle increased double-stacks, \$10 million in the Minneapolis/St. Paul area for yard consolidation, and \$3 million to purchase and rebuild autoracks.

**Conrail:** Though not complete, the railroad expects to spend about the same as 1992, \$500 million. 300 miles of new rail along with surfacing about 3,600 miles of track. A new data center in Philadelphia will be started along with a new container transfer facility in syracuse. Expansion of and improvement to

intermodal facilities will continue.

**CSX Transportation:** More than \$600 million is planned for '93. It includes \$120 million for 75 new locomotives, \$83 million for car repair and \$205 million for track maintenance. Improvements to bridges and signals are also planned. Spending will increase from 1992.

**Gateway Western:** Plans call for \$7 million to be spent on the line to Kansas City. Improvements to the Venice Intermodal facility are planned. Surfacing and ballast maintenance will account for most of the money. For the first time the railroad will acquire its own maintenance of way equipment.

**Illinois Central:** \$60 million is targeted to improve the railroad with most going to track rehabilitation. Construction of the intermodal facility in Chicago will be completed and the purchase of additional SD 40-2's is planned. Spending is up from \$45 million in 1992.

**Paducah and Louisville:** A \$4 million budget will see \$3 million going to trackwork and signals. The railroad plans to begin rehabilitation of some major bridges this year. Signal work will continue with the installation of electrocode to eliminate the pole line.

**Southern Pacific:** In 1992 the railroad spent about \$275 million and plans about the same this year. The Houston terminal was expanded last year and this year they will complete the project. About 143 miles of rail is planned for this year and the overhauling of 275 locomotives are in the budget.

**Toledo, Peoria and Western:** The railroad will continue to maintain the track to Class 3 standards. Last year the railroad acquired another locomotive to bring the fleet to 20 and completed an environmental project at the E. Peoria engine house.