

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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Volume 26

April 1994

Number 4

COMING EVENTS

April 21, 1994

Regular monthly meeting at PALMER AMERICAN NATIONAL BANK, DANVILLE, IL, in downtown Danville, beginning at 7:30 PM.

April 23/24, 1994

Work sessions at the museum in Rossville. Come either day and be prepared for painting or train order work.

April 23-24, 1994

Charleston - Mattoon Train Show, Coles County Airport. 10 AM to 5 PM each day, admission \$2.

April 24, 1994

G M & O H.S. Annual Spring Railroadiana show at Springfield, IL. Holiday Inn - East at Stevenson Drive exit of I-55. 10 AM to 4 PM.

May 1, 1994

Iles Tower in Springfield, Illinois will close.

May 14/15, 1994

Train Show and Swap Meet at Rockome Gardens, 5 miles west of Arcola, IL. 10-5 PM, Adm \$4.

May 14, 1994

Work session at the Monticello Railway Museum in Monticello, Illinois. Cleaning and painting of the Wabash Caboose for the summer season.

May 21/22, 1994

Work session at Rossville - weekend to get ready for opening day.

May 28-30, 1994

Spring Opening of Rossville Museum. Noon to 4 PM each day.

June 20-26, 1994

NRHS Annual Convention, Atlanta, GA.

NEXT MEETING

The April meeting will be held at the Palmer Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM. Discussion will include the work sessions at Rossville with plans to

complete the train order signal. Note the one-day work session on the caboose at Monticello. We need to get the caboose ready for the summer season at Monticello. Some touchup painting and cleaning will be needed. Come and work on the caboose then ride one of the MRM trains into Monticello. We will be at the site around 10:00 AM with trains starting at 1:00 PM.

The program will be announced at the meeting.

NS OPENS CUSTOMER CENTER

Norfolk Southern has opened its new 24-hour National Customer Service Center in Atlanta.

By calling 1-800-NflkSou (635-5768), customers may reach the center 24 hours a day, seven days a week for answers to specific service questions.

We've combined highly trained service representatives with the most sophisticated technology and equipment to create a world-class service center," said Allen Childress, assistant vice president in charge of the facility.



Using advanced technology, customer calls are routed automatically to service representatives

who are familiar with the customers' products and their particular transportation needs. Computers instantly display a customer profile with each incoming call. The computers also allow service representatives to view required data on-screen as they talk with customers.

Via Rail News Update

CHAMPAIGN

Just a few notes on Champaign area railroading:

The anticipated "Show Train" for the Superliner switch on the *City of New Orleans* ran on March 1. The special train arrived at 11:25 AM to a large crowd of onlookers. The popular radio station WDWS AM had been advertising all morning that they would be broadcasting live at the station during the stop-over and in conjunction with Amtrak they would be giving away 4 pairs of round-trip tickets to Memphis and New Orleans each. This undoubtedly increased the crowd past the usual train-watchers and retirees, but from all accounts of those present, everyone seemed pleased at the "new" train.

The train crew was friendly (and plentiful!) and were very helpful. The train itself had two Genesis units up front, 2 Superliner II cars behind the power, and about 8 Superliners. Unfortunately for most onlookers, the guided tour went through 3 of the old cars. A co-worker and myself attended and found ourselves in the right place at the right time. When we got to the top of the stairs in the first car I asked the official if we could look at the new cars.

At that time the mayors of Champaign and Urbana appeared and the grand tour was on. (Ed. Bruce is employed by the City of Urbana) The new cars (both sleepers) still had the temporary mats down on the carpet and had the "new car smell". Two deluxe bedrooms were opened into a spacious suite in the "lowa", and one economy bedroom was set up for travel in the other un-named car. The new colors were subdued compared to the fabrics in the Superliners.

We re-joined the masses for the rest of the tour, topped off by a jazz duo in the ex-Santa Fe El Capitan lounge

car. Everyone that toured left with all sorts of Amtrak goodies, including coupons for half-off fares through the end of April. The train departed at 12:15 PM. A very positive start for the Superliner era of the *City of New Orleans*.

The Unions Pacific has been running a lot of foreign power through Villa Grove lately. On 2/26 northbound CHMXZ, 2nd FWCHZ, and NLCH were waiting in town for southbound CHFVZ. CHMXZ had 2 CNW GP50's in the power and FWCHZ was led by another CNW GP50. The southbound that had everybody bottled up was powered by a UP SD40=2 and two hi-hood NS units (GP38-2 and B23-7). The place was hopping!

Speaking of NS, I've seen a few locos in Tolono with plows painted yellow. These are experimental jobs for visibility, but they really liven up the black and white NS scheme. Wouldn't they look much better with big yellow herringbone stripes to match? Dream on Nickel Plate fans.

The IC seems to be turning every repainted loco into an Operation Lifesaver unit. All of the latest batch of SD40-2's have now been painted, and units are slowly getting ditch lights. The intermodals are growing in length and no longer are the sole responsibility of the rebuilt GP40's. Now everything from GP38-2's to SD20's are found pulling them, though usually paired with one of the 40's.

By Bruce Bird

COMMUTER RAIL SHINES

The fledgling Metrolink system got national attention after the Jan. 17 earthquake centered on Los Angeles' San Fernando Valley. With key freeway ramps and bridges destroyed, Metrolink (and Red Line subway and Blue Line light rail) was undamaged and simply needed in-

spection after constant after shocks Jan. 17. (Metrolink service between Van Nuys and Moorpark and Amtrak Santa Barbara service resumed Jan. 19, after cleanup of a freight train derailment at Northridge, the earthquake epicenter.)

Weekday ridership skyrocketed on the traditionally weakest line, Santa Clarita, rising from an average of 1020 the week before the earthquake to 6400 on Jan. 19, and 12,600 Jan. 21. It peaked at 21,900 on Jan. 25 and seemed to have stabilized in mid-Feb. at 8000 (still up an impressive 684%). This growth prompted DOT Sec. Federico Pena's Jan. 24 NBC Nightly News reference to "the fastest growing commuter system" (Systemwide, Metrolink's mid-Feb. ridership was 17,700; 88% above a previous level of 9415.)

Pena arrived in the San Fernando Valley hours after the earthquake hit. At the Jan. 19 round table, he explained efforts to make more cars available to Metrolink.

On Jan. 24, Santa Clarita round trips rose from seven to ten; two round trips were extended 44 miles beyond Santa Clarita (formerly Saugus on the Southern Pacific) through the twisting, steep Soledad Canyon to Palmdale and Lancaster. By Feb. 14, Lancaster had three round trips; Santa Clarita 12 trains north and 11 south. Major track and signal work on the new segment could reduce the 2:25 Lancaster-Los Angeles running time to 1:55 by June 1. Federal emergency relief funds enacted Feb. 12 are funding these and many other earthquake-related transit costs.

Amtrak freed up some Metrolink cars by substituting Amfleet cars on the Orange County Commuter; Metrolink also leased eight CalTrain coaches. Numerous agencies, including Navy Seabees and Los Angeles County road crews, quickly built new facilities: Sylmar-San Fernando (bus and carpool parking

only initially, full parking ready Feb. 21), Via Princess and Vincent-Acton. A second track is being laid between Lancaster and Palmdale, and Union Station has gained another track. On the Ventura County line (towards Santa Barbara), Metrolink extended some trains 11 miles from Moorpark to Camarillo starting Feb. 14, with a new stop at Northridge. Ventura County wants to extend one Camarillo train nine more miles to Oxnard.

On Feb. 1, a third Amtrak San Diegan was extended to Santa Barbara with full state funding, eight months earlier than planned. Southbound pm departures from Santa Barbara now are 1:45 and 5:45.

Metrolink hoped to get 15-25 coaches from GO Transit in Toronto, along with locomotives and cab cars, so Metrolink's planned Mar. 28 takeover and expansion of Orange County service will not reduce capacity on other Metrolink lines.

Via National Association of Railroad Passengers

EQUIPMENT ORDERS SURGE

The nation's economic growth helped push both orders and deliveries of new railroad freight cars last year to their highest levels in more than a decade, according to the AAR and American Railway Car Institute.

Railroads installed 35,239 new cars during 1993, 36.8 percent more than in 1992 and the most since 1981 when 44,825 new cars were installed. Orders for new cars climbed 59.7 percent to 49,800, the most since 1980.

Orders and deliveries for rebuilt freight cars also climbed substantially during 1993. A total of 8,063 rebuilt freight cars were ordered during the year, up 280.7 percent from 1992. Deliveries climbed 159.8 percent to 8,093 cars.

A total of 783 locomotives were delivered during 1993, 40.3 percent more than in 1992.

For the fourth quarter alone, new car orders jumped 121.4 percent from the fourth quarter last year to 21,671, while deliveries rose 29.9 percent to 9,908. Orders for rebuilt cars were up 387.9 percent for the quarter while deliveries increased 57.9 percent. Locomotive deliveries increased 29.0 percent in the quarter from 186 to 240.

Dr. Harvey A. Levine, the AAR's chief economist, attributed part of the increase to "an improving economy and the need to upgrade the equipment fleet to keep railroads competitive in an increasingly demanding marketplace.

"It also reflects a continuing commitment by railroads to improve the quality of service," he added. "The commitment is already beginning to show up in improved market share, reflected most especially in the dramatic growth of automotive and intermodal traffic."

Via Rail News Update

CHICAGO TO GET FIRST TRAIN LINE SINCE 1926

For nearly a century the future seemed to belong to the automobile. Railroad tracks were abandoned, stations were leveled, and entire lines went out of business.

But traffic and air pollution are making trains look good again. Planning groups have undertaken a rail tycoon's job of starting a railroad.

When it begins running some 14 trains a day in April 1996, Metra's \$61 million Wisconsin Central commuter line will operate over what are now freight tracks from Antioch to Franklin Park, with connections planned to the Loop and O'Hare International Airport.

Cont. on Page 4

METRO LINK MIGHT FOLLOW IN OLD STREETCAR TRACKS

The East-West Gateway Coordinating Council, the metropolitan planning organization for the St. Louis Metro area, has released information on the alternatives analysis for the St. Charles Corridor, which extends west from St. Louis County, along Interstate 70, into St. Charles County. The study will include one busway, along Highway 370, the recently completed route that replaces Highway 115 and the old St. Charles Rock Road bridge, and three light rail alignments, one of which could potentially be built as an extension of Metro Link, the region's light rail system. The three alternatives are:

1. A high-speed line straight out I-70, from Lambert-St. Louis International Airport to St. Peters.
2. A line generally parallel to I-70, but with additional stations, and with a swing through Earth City, crossing the river on a new bridge built on the piers of the old bridge, passing through St. Charles before returning to parallel I-70.
3. A line from Clayton via Pagedale, Vinita Park, Overland, Westport, Riverport, and Earth City, crossing the river near the goldenrod Showboat, and then heading west along Boonslick Road back to I-70.

Each of the three alternatives would end near or beyond Mid-Rivers Mall in St. Peters.

The second alternative might follow a portion of the old St. Louis, St. Charles & Western streetcar line through what is now Earth City. The line was completed to a terminal on the Missouri River opposite St. Charles on October 7, 1901, and entered the city over the then-new highway bridge on May 10, 1904. The line was later known as the Missouri Electric Railway, and it became the 64 St. Charles line of the St. Louis Public Service Company transit operation on January 1, 1929.

The line was cut back to a new loop near Coles Avenue in St. Louis County on January 17, 1932, and renamed 65 Woodson Road. Bus service replaced the streetcar service to St. Charles. The entire line was abandoned on December 28, 1948, and was replaced by bus service from the Wellston Loop to Coles Avenue.

One of the original streetcars, originally numbered 3009, but repainted and renumbered 850, was given to the Museum of Transport. Unfortunately, it was seriously damaged in a rock slide. The former terminal remains in St. Charles, at Second and Adams Streets. An old concrete box culvert is still visible on the old right-of-way just east of the old bridge across the river.

Metro Link, opened in July 1993 between East St. Louis and North Hanley Road in North St. Louis County, expects to begin operation to the Main Terminal at the airport by the summer of 1994. Rush hour bus service is provided from the North Hanley station to park-and-ride lots in St. Charles County. The North Hanley station was a large park-and-ride lot, and is convenient to I-70 for St. Charles residents traveling to and from downtown St. Louis.

By Jim Seamon via The Gateway Railletter

Cont. from page 3

Ten communities plan to spend millions of dollars in the next two years putting back the railroad stations and adding hundreds of parking spaces.

Trains are to run on the tracks of Metra's Milwaukee West line from Chicago to Franklin Park, and from there north on the Wisconsin Central to Antioch.

There are people who want to swap their cars for train tickets than there is room. Libertyville, for example, already has a commuter station with 550 parking spaces on the Metra's Milwaukee North Line.

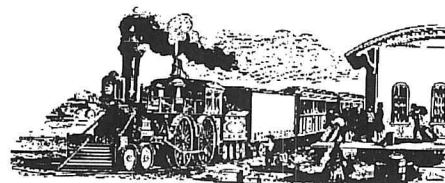
Yet the demand for station parking is so great that the village plans to spend \$660,000 to build a second station on the Wisconsin Central.

"We have 325 people on a waiting list" said Jo Ann Eckmann, Libertyville's village president and co-chairwoman. We could black-top the whole downtown area and still not have enough parking to satisfy the need."

Metra also will assign five diesel locomotives to the Wisconsin Central. It has the power to spare because of a \$64 million order in 1990 for 30 new "F40PHM-2" diesels from EMD to replace 25 aging diesels on the Burlington Northern.

Metra also plans to put in at least three 2-mile long passing sidings along the single-track and refurbish signals and grade crossings circuits to permit 70 mph operation.

Via Dayton Ties and Tracks



ILES TOWER TO CLOSE

As noted in past issues, Iles tower in Springfield will close soon. A meeting was held in February consisting of personnel of both the SP and NS. The decision was made to remote the interlocking on a temporary basis from Decatur, Illinois. The official date set was May 1, 1994. An additional 15 days may be added if delays are involved. The job will be abolished on May 16.

MEETING MINUTES - MARCH 17, 1994

PALMER BANK

Meeting opened at 7:30 P.M. President Larry Prosser presiding. Secretary's report read and approved. Treasurer's report read by Assistant Treasurer Bob McQuown, and approved.

OLD BUSINESS

After two sessions by club mem-

At the Annual dinner last December three founding members of the Chapter were honored by the membership. President Larry Prosser, far right, has introduced 25 year members, left to right, Dave Sherrill, Jesse Bennett and Richard Schroeder.



bers, the layout at the Danville Care Nursing Home has been rebuilt. There was a small write up in the Danville paper on Sat. 3-12. Thanks to Larry Prosser, Bill Darner, John High, Jim Keller and Frank Keller for a job well done. New track and an SP F-7 locomotive were purchased by the facility. Six cars were donated by Jim and Frank. Good public relations, guys! ...Flyers for the fall model railroad show in Danville will be going out to dealers this week. Some will be delivered at the Urbana show.

NEW BUSINESS

The Urbana show is in two weeks. Rick Schroeder asked for help on both days. 12-13 layouts scheduled, dealer space sold out... Work sessions: Museum in Rossville opens Memorial Day weekend. Work days set for April 23-24 and May 21-22. Our Wabash caboose at Monticello needs clean up for the MRM season, therefore work day for that purpose set for May 14... Dave Sherrill will order more brochures for the museum. Along that line, Doug Nipper suggested pre-printed envelopes for Chapter to match stationery... Bob McQuown recommends we attempt front page

coverage for show this fall. Lots of help needed to prepare for this show, see John High if you'd like a job... NRHS

Convention material should be coming this week for those that pre-registered. Three steam engines will be running on NS, but nothing on CSX due to new insurance practice.

Meeting adjourned at 8:01 P.M. Slide program by Rick Schroeder.

THE 587 STEAM OPERATIONS SCHEDULE

The Indiana Transportation Museum has provided us with their steam excursion schedule for the coming season, at least as it exists at mid March. The prime motive power will be ex-LE&W/NKP 2-8-2 #587, a USRA "Light Mikado" from Baldwin 1918.

May 28, 29, 30 (Memorial Day Weekend) ... Steam operations over the museum's ex NS/NKP line between Indianapolis and Noblesville.

June 18, 19 ... Indianapolis - Bloomington on the Indiana Railroad.

July 2-4 (Independence Day Weekend) ... trips on the Central RR of Indianapolis in the Kokomo area.

July 16, 17 ... Trips out of Logansport IN for the Iron Horse Festival on the Central RR of Indianapolis.

August 27, 28 ... Indianapolis - Spencer, IN on the Indiana Southern Railroad (ex-PRR to Evansville).

Detailed schedules can be obtained by writing the museum at P. O. Box 83, Noblesville, IN 46060.

Via Dayton Railway Historical Society

DECATUR JUNCTION LEASES EAST-CENTRAL ILLINOIS LINES

Decatur Junction Railway Co., a wholly owned subsidiary of Pioneer Railcorp of Chillicothe, IL., leased and assumed operation of two lines of railroad in East-Central Illinois between Decatur and Cisco and between Assumption and Elwin. Trackage rights across the Illinois Central through Decatur connect the two segments to create a total of 38 miles.

The lines are owned by local companies, Cisco Cooperative Grain Co. and Central Illinois shippers, Inc. Both of the lines were originally Illinois Central lines and were more recently operated under contract with the owners by Indiana Hi-Rail Corp.

Decatur Junction, in meetings with shippers, made a commitment to improve service over past levels. DJ has assigned one GP-9 and two GP-16 diesel locomotives as well as leased covered hopper cars to provide service on the railroad. By the summer of 1993, the prior operator had only one locomotive located on the property.

The lines also received immediate maintenance attention. Due to track defects, the Illinois Department of Transportation (IDOT) had halted traffic on the Cisco line last November. Those defects, as well as defects IDOT had identified on the Assumption Line, have been corrected and both lines are now in full operation.

DJ recently purchased a building in Assumption to serve as its headquarters and maintenance facility.

Decatur Junction is the sixth railroad owned by Pioneer Railcorp., which is a holding company with approximately 300 miles of track in Arkansas, Alabama, Illinois, Mississippi, New Jersey and Tennessee.

Via Progressive Railroading

The equipment is presently stationed at Oreana, Illinois, northeast of Decatur. Locomotives are GP16's #1720 and #1770 are ex-CSXT units. The other locomotive is former WGRY GP7 #2348. Nine covered hoppers have been acquired by the railroad with another to be acquired in the future. The IHRC and the DJ are involved in a legal match that will continue for sometime.

CONRAIL

The Hoosier State's newest railroad, the Louisville & Indiana Railroad Company, began operations on Sunday, March 13, 1994. Its alpha code/reporting marks are LIRC. A trio of GP38-2's borrowed from Chicago South Shore & South Bend led the first train south from Indianapolis. The 91 car freight cleared Conrail's IU tower in downtown Indianapolis around 7:30 AM.

Sale of Conrail's Louisville Secondary to the investment banking firm Anacostia & Pacific Co. (which also owns the South Shore's freight operations) had been on-again, off-again for some time. Word on the street was that a parcel of land along the line in southern Indiana was being eyed by a steel maker for a mini-mill. Conrail reportedly had been holding out, but when the steelmaker announced that Iowa would get the mill, the rail line sale was back on. (As it turns out the steel company may be having second thoughts about locating in the Hawkeye State.)

The official transfer to the L&I became effective at 10:00 AM, Saturday, March 12th. According to a union official, the brotherhoods, several shippers, a number of government entities, and even the Army Corps of Engineers had either opposed or at least expressed concerns about the transaction. However, a 2-2 tie vote by the ICC failed to reach the majority needed to halt the sale, and when the results were posted at 4:00 PM, Friday, March 11th, Conrail prepared to call its last trains out of the yard at Jeffersonville.

Conrail retains ownership of the Louisville Secondary from IU to Milepost 4.0 at Shelby St. and Hanna Ave. on Indianapolis' south side. L&I has trackage rights from Milepost 4.0 to IU and then out to CR's Big Four Yard west of town at Avon. In addition, CR granted the new road access to Brightwood Siding 5.9 miles east of IU on the Indianapolis Line. (It's believed CR plans to interchange Frankton and Emporia grain trains to the L&I at Brightwood.)

The L&I began life with nine EMD units on the property. On hand from the South Shore were GP38-2's #2005 (in blue and yellow) and #2003 and #2008 (both in orange). Three other road units came from Helm Leasing: HLCX GP38-s #2021 and #2023 (both relettered Conrail blue) and #2025 (which appears to be a relettered CR unit in black paint). Also from Helm are three former CSX SW1500's: #'s 1122, 1126, and 1129 (in what remains of their SBD, CSX gray and CSX "bright future" paint, respectively).

The L&I's early operations are based mostly out of Brook Yard in Columbus. A freight makes an overnight turn to CR's Yard in Avon. Arriving back at Brook, the train pauses for switching and a new crew boards for a roundtrip to Jeffersonville. (On this portion of the run, the train is referred to as the "CJ Turn".) At least one yard crew (probably more) works Jeff Yard and the Louisville transfers, while another crew is based at Brook to service shippers at Columbus and other stations on the railroad's north end.

They expect to employ about 30 people most of whom will be based at Jeffersonville and Columbus. Job classifications will be simple and broad-based, giving employees the flexibility to work closely with customers to provide the best possible service.

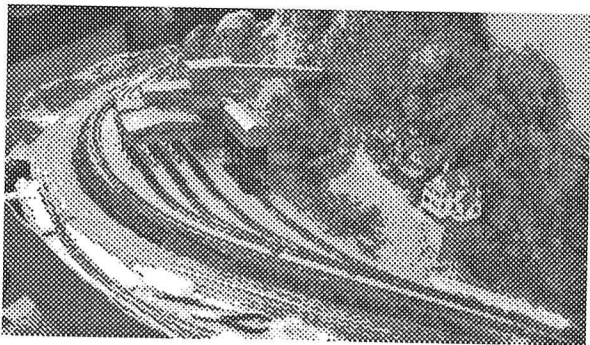
The L&I uses cellular telephones to dispatch its trains, but crews can still

be heard on 160.860 at Brook Yard at Columbus and 161.070 at Jeffersonville.

The L&I is incorporated in the state of Indiana with its general office at Jeffersonville, IN and its corporate office in downtown Chicago. They have connections with 9 railroads: Conrail at Indianapolis, CSXT at Indianapolis, Seymour, Jeffersonville and Louisville, Indiana Rail Road (via Indianapolis Belt) at Indianapolis, Indiana Southern (via CR) at Indianapolis, Southern Railway of Indiana at Speed, MG Rail at Watson, NS at Louisville, CP Rail System/Soo Line at Louisville, and Paducah & Louisville at Louisville.

Anacostia & Pacific also purchased four secondary lines. These are the Dutch Lane Runner - 2.7 miles at Jeffersonville, the South Columbus Running Track - 3.0 miles at Columbus, the Kentucky Street Secondary - 0.7 miles at Louisville, and the Louisville Industrial Lead Track - 1.5 miles at Louisville.

Via Indianapolis Railfan Rambles



GMLG JOINS THE 5,000+ HP RACE

Conrail is joining the high-horsepower, A.C.-traction world with an order for 21 SD80MAC locomotives from the General Motors Locomotive Group. These will be 5,000-hp units equipped with HTRC radial trucks, the EM2000 microprocessor control system, and the vibration-isolated WhisperCab. Deliveries will begin in mid-1995.

GMLG is also reported to be working toward a 6,000-hp A.C.-traction unit, as are competitors General Electric Transportation systems and Morrison Knudsen. Thus far, GE is the only manufacturer with an order for 6,000-hp locomotives, from CSX Transportation for 53 units.

Burlington Northern started the switch to A.C. with its order, placed last year, for 350 4,000-hp SD70MAC locomotives from GMLG. The first of these units were delivered late in 1993, and presumably BN will be able to opt for higher-horsepower engines as GMLG continues deliveries over the next several years.

CSXT ordered 300 locomotives from GE, 250 of them with a.c. traction, including the 53 rated at 6,000 hp. MK, meanwhile, is building three 5,000-hp D.C. traction units powered by Caterpillar engines, and these will be going to Southern Pacific.

Union Pacific may test 5,000-hp locomotives, but its primary interest is in 6,000-hp A.C. units. UP has told all three builders that it's ready to test them when they have the locomotives available.

All of these locomotives, for CR, BN, CSXT, and SP, are diesel-electrics. But UP will be testing two switch units powered by LNG from MK along

with two dual-fuel road locomotives from EMD and two from GE. Santa Fe will also test two of the MK LNG switchers. And MK may build 10 more of the 1,200-hp LNG units this year.

Via Railway Age

SP TO ADD 100 MORE LOCOMOTIVES

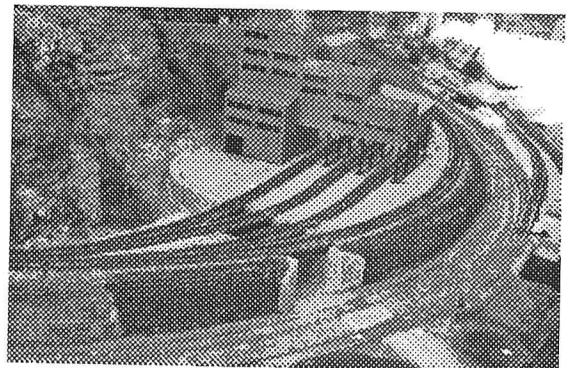
Southern Pacific is acquiring 100 new diesel locomotives from General Electric at a cost of approximately \$135 million. The locomotives will be delivered during the second and fourth quarters of 1994.

Addition of the 100 new GE Dash 9-44CW locomotives continues a major upgrade of SP's locomotive fleet, SP officials said. That upgrade also includes a previously announced acquisition of 50 units from General Motors Locomotive Group, plus 133 remanufactured locomotives from Morrison Knudsen this year. In addition, SP is leasing the first three 5,000 horsepower locomotives produced by MK.

"This program means that by the end of 1994, we will have a locomotive fleet of which 50 percent will be either new, remanufactured or rebuilt since 1991," said Henry Chidgey, vice president-chief mechanical officer.

Mr. Chidgey also said 300 existing SP locomotives are scheduled for

The Pickens Pit Mine has constructed a new tipple at Rossville. The recent addition caused the mining company and the railroad to reconstruct the mine lead and loading tracks. This required a new retaining wall and underpass as shown in the adjacent photos.



rebuilding or heavy repair this year. "This overall program is the largest locomotive upgrade effort in SP history," he said. Total cost of the program is estimated at \$350 million.

Via Rail News Update

APRIL FOOL'S **(ON CSX, ANYWAY)**

Someone played a pretty good April Fool's joke on CSX on April 1st, and it was just luck that nothing serious became of it.

About 6:30 A.M. local time, the local signal maintainer was called out to investigate a track light left on No. 1 main north of Danville behind Q647. As he was talking to the signal control center, the track light went out and the OS light in the plant at North Yard came on. On a holiday call, he starts toward the problem, not yet aware of what has happened.

With this OS light on, the dispatcher can't line for a northbound CSX train or the NS yard engine to go to Quaker Yard east of town, so he gives the yard engine permission to flag over the diamond. At about 7:00 A.M., the NS yard engine calls his yardmaster and then the CSX dispatcher and says he can't flag over the diamond because there are cars sitting on it!



Shortly after this, the CSX yardmaster calls Q647 and asks him if he has his entire train with him. As far he knows, he does, but the air reading from the EOT hasn't changed in "quite a while". However, the northbound train sitting at Griffin St. did not observe an EOT device on the last car of Q647 when he went by.

Finally, the NS yard engine conductor walks up to the crossing and confirms that there are five cars

sitting by themselves in the plant, the southern most two cars right on the diamonds. And here's what happened:

While Q647 was stopped north of Danville, presumably for NS traffic, some vandal turned both angle cocks and pulled the pin on the last five cars. As the train moved south again, these cars were left behind with "bottled air" that kept the brakes off and a good reading on the EOT. Due to the slight grade, these cars began to roll following the rest of the train, but very slowly. When the main part of Q647 cleared the OS, the dispatcher thought the train had merely left a track light on behind him. He attempted to line the northbound train up No. 2 main around the "track light", but could only get the power switch over before the OS light came on. The free rolling cars ran through this reversed switch before coming to a stop in front of where the North Yard office used to stand.

No accident occurred and only minor damage was done to the power switch that was run through. But whoever pulled this little prank had knowledge of train operations to be able to bottle the air on the five cars and keep them rolling. It was a dangerous thing to do, as the cars had to roll over Voorhees St. with no bell or horn. And had the timing been different, they could have rolled into the side of an NS train, possibly causing a serious derailment. Watch for and report acts of vandalism.

NS ORDERS **ROCKWELL** **ELECTRONICS FOR** **25 UNITS**

The Integrated Cab Electronics (ICE) system, manufactured by the Railroad Electronics business of Rockwell International Corp., has been ordered by Norfolk Southern

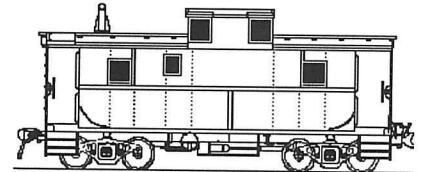
for 25 new Electro-Motive division Locomotives.

NS is the third major railroad to select Rockwell's ICE system in the past six months. Burlington Northern and Conrail also ordered the system.

ICE uses color display screens to represent a variety of train operating information to the locomotive crew. The displays present information in consistent formats to improve crew productivity and reduce fatigue.

Locomotive diagnostic information is also presented to help speed repairs and reduce maintenance costs. ICE was developed by Rockwell and EMD with Rockwell acting as systems integrator.

Via Progressive Railroading



WHEEL REPORT

NORFOLK SOUTHERN has been running the EMD SD-70 #7000 through Danville in March. The unit was spotted for about a week on trains #182/181. NS is acquiring several of the new units this year.

CSXT has moved their engineering staff into three regional offices. The new offices will be located in Cincinnati, Richmond and Atlanta. The Atlanta office is up and running with the others to be ready by the middle of April. In the process 35% of the engineering staff was eliminated. All were given a buyout to eliminate positions. The Riverdale office has been closed except for one individual. Four of the staff members were without jobs and the others were transferred to the other offices. Seven engineers in the

Cincinnati office will cover Illinois, Indiana, Ohio, Michigan, Canada, part of Pennsylvania, Kentucky, and part of Tennessee.

LOSS OF A FRIEND - On March 26, during the model show at Urbana, I met with Clayton Tanner. Clayton was a friend of many of us in the railroad hobby and always came to the model show. This year, after I dropped him a note, his daughter and son-in-law brought him over. Clayton was 91 years old and had a heart attack last fall and was not in good health. But he never looked better.

We talked for about half an hour and it was most enjoyable. Several years ago Clayton and his son, who passed away a few years ago, gave us the sign from the tower at Bronson, the C&E/P&E/ITC crossing west of Oakwood. The sign hangs on the wall in the depot. Clayton's mind was sharp as a tack and he said "he had a young mind on an old body". Clayton had subscribed to the *FLYER* for many years.

On Thursday, March 31, Clayton passed away. His name will always be a part of our museum.

NYC DEPOT - The former NYC depot, located in Westville, will be moved to the Kennekuk Cove County Park located on the Henning Road northwest of Danville. The park has acquired the old depot from a private individual and will move it to the site this year. We have been asked to place a railroad display in part of the building. One item that we will loan will be the baggage cart that sits in front of the Rossville depot.

URBANA MODEL SHOW - The show was a success as usual. The chapter made some much needed cash and several new friends. We want to thank all members that came to help man the sales table. This years show was the biggest to date. Next year, however, the main store will be filled and the mall will be redecorated. This will mean losing some space for layouts. The

Urbana Model Show Committee hopes that we can continue the show each year.

CHAPTER DONATION - Recently the chapter and museum received a donation of HO model railroad equipment. A Champaign model railroader passed away and his heirs donated about 5 boxes of equipment that dates back to the late 1940's. Some equipment will be used at Rossville with the rest being marked for sale at the next show. Several bridges were included in the box of items.

NEW ROUTE

In the search for a high-speed Amtrak Train route from St. Louis to Chicago, the most proving may be a cut east at Dwight and link up with the Memphis-Chicago Amtrak run, a new study indicates. Presently, the Chicago-St. Louis tracks parallel Interstate 55, and the Chicago-Memphis Amtrak route runs along Interstate 57.

Any of three proposed reroutings would have the advantage of bringing the St. Louis trains into the Chicago city limits along a less-congested route than the one now used. "Strictly from an operating standpoint, it looks like the Conrail route is most promising," Mike Stead, rail freight program manager for IDOT, said. Using this option, Amtrak trains heading north from St. Louis would turn east at Dwight on existing Conrail tracks, then merge with the Memphis (IC) line at Kankakee.

Via The Pioneer



CN AND CP LOOK TO EASTERN MERGER

The chief executive officers of CN North America and CP Rail met with Canada's minister of transport on Feb. 7 and formally advised him that they will soon begin negotiating an agreement in principle for merging their eastern lines.

In a Feb. 15 address to the Quebec Metropolitan Chamber of Commerce and Industry, CN President and CEO Paul M. Tellier pointed out that, in a territory where the two rail systems have parallel lines often running only a few feet apart, their combined losses amounted to nearly \$2 billion over the last five years. High labor costs have exacerbated the problem.

"In the months to come," said Tellier, "CN will make concerted efforts to establish a new relationship with its employees and to conclude, with CP Rail, a merger allowing it to rationalize the rail network in eastern Canada.

"This operation would result in freeing up the right-of-way for high speed train service in the Quebec-Windsor corridor, if the governments were going to decide that such a project is in the public interest.

"We have decided to devote our energies to these two priorities because the time has come to look at the Canadian rail industry in a new way and to abandon the unproductive symbolism that made the railway a kind of monument of the past that was not to be touched."

He noted that the merger initiative complies with the approach recommended by the review board of the National Transportation Act in a report submitted late in 1992.

Tellier said initial merger negotiations will involve "definition of the territory, the identification of assets

to be included, the allocation of ownership, and the management structure of the company to be constituted. Following these discussions, which should take several months, we will submit an agreement in principle to the government of Canada."

In its negotiations with employees, CN has set four objectives: (1) Reduction in labor costs; (2) a review of employment security; (3) implementation of new and more flexible rules and work practices; and (4) elimination of artificial barriers between shop crafts.

Among many problems confronting Canada's railways, said Tellier, are taxes that are higher than what their U.S. counterparts pay - with the result that "a train running from Vancouver to Toronto costs \$10,000 more in taxes than a train running from Seattle to Chicago."

Via Railway Age

SP LEASES MK'S FIRST THREE 5,000 HORSEPOWER LOCOMOTIVES

Southern Pacific is leasing the first three 5,000 horsepower diesel locomotives to be produced by Morrison Knudsen Corp. in alliance with Caterpillar. Delivery is scheduled for the second quarter of this year.

"This transaction is another major step as MK becomes an original equipment manufacturer offering a complete line of locomotives," said William J. Agee, MK chairman and CEO. "The first 1,200 horsepower switchers rolled off our production line last month, and now we are producing freight locomotives with higher horsepower than any currently manufactured in the U.S."

SP will obtain the three MK5000Cs under a short term operating lease. The locomotives are being manu-

factured at MK's Boise Locomotive Complex .

MK has been rebuilding locomotives for the railroad industry for a number of years. It plans also to produce high horsepower AC traction locomotives beginning next year.

Via Rail News Update

HELP

Summer is coming and we need help to get the museum ready. Note the work sessions, come help one weekend, or one day. Bring your wife to Rossville to shop at the antique stores and come spend a couple of hours at the museum.

LOCOMOTIVE RADIO CHANNELS FOR IC

<u>AAR</u>	<u>Frequency</u>	<u>Description</u>
04-04	160.050	TOFC New Orleans
08-08	160.230	Chessie
12-12	160.290	Memphis Locomotive Dept
14-14	160.320	Chessie
15-15	160.335	Memphis Switch Channel
20-20	160.410	MP (UP)
22-22	160.440	Alton and Southern
23-23	160.455	D&RGW
27-27	160.515	UP
28-28	160.530	GTW
32-32	160.590	Decatur Switch Channel & GTW
34-34	160.620	Memphis Switch Channel
36-36	160.650	Decatur and Memphis Switch CH
38-38	160.680	Memphis Switch Channel
42-42	160.740	Memphis Switch Channel & UP
44-44	160.770	Milw
45-45	160.785	Memphis Switch Channel
46-46	160.800	Conrail
47-47	160.815	IC Woodcrest Shop
52-52	160.890	CNW
54-54	160.920	IC Road(GMO) #2
56-56	160.950	Norfolk Southern & Sou
58-58	160.980	Jackson Switch Channel
64-64	161.070	Jackson Switch Channel & CR
65-65	161.085	New Orleans Switch Channel
66-66	161.100	Decatur Memphis SW BN #1
68-68	161.130	Jackson Switch Channel
70-70	161.160	Fulton SW.Bn #2
72-72	161.190	IC Road #1
76-76	161.250	Memphis Switch Channel
78-78	161.280	IC Switch Y2 or #4
79-79	161.295	IC Switch Chicago
84-84	161.370	LN (CSXT)
86-86	161.400	TOFC Memphis
90-90	161.460	IC Switch Y1 or #3
91-91	161.475	CP
93-93	161.505	IC Switch Chicago
95-95	161.535	CP
96-96	161.550	Southern Pacific

Via Walt Baselt of Champiagn

NORFOLK SOUTHERN 1994 STEAM SCHEDULE

Received from Carl Jensen this past Thursday, here is the lineup of trips with the iron horses to date:

APRIL 9 Huntsville AL to Chattanooga TN. RT. 4501/Diesel NORTH ALABAMA-NRHS.
 APRIL 23 Kingsport TN-St.Paul-Norton-Kingsport. 4501/Diesel WATAUGA VALLEY-NRHS.
 APRIL 24 Kingsport to Asheville TN. RT 4501/Diesel WATAUGA VALLEY-NRHS.
 APRIL 30 Birmingham AL to Columbus GA. RT 4501/Diesel HEART OF DIXIE-NRHS.
 MAY 1 Birmingham AL to Chattanooga TN. RT 4501/611 OW HEART OF DIXIE-NRHS.
 MAY 7 Spencer NC to Lynchburg VA. RT 611 North Carolina Transportation Hist Co.
 MAY 8 Spencer to Asheville NC. RT 611 Same sponsor.
 MAY 14 Charlotte-Salisbury-Asheville-Spartanburg-Charlotte. 611 PIED CAROLIN-NRHS
 MAY 15 Charlotte to Winston-Salem NC RT 611/Diesel PIEDMONT CAROLINAS-NRHS
 MAY 21 Alexandria to Front Royal VA. RT. 611 WASHINGTON AREA JOINT TRIP COMM.
 MAY 22 Alexandria to Lynchburg VA. RT. 611 Same guys!
 MAY 28 Norfolk to Petersburg VA. RT 611 Kiwanis Club of Portsmouth.
 MAY 29 One more time!
 JUNE 4 Bluefield-Iaeger-Cedar Bluff-Bluefield. 611 Iaeger & Southern Ry.
 JUNE 11 Roanoke to Glade Spring VA. RT 611 ROANOKE-NRHS.
 JUNE 12 Roanoke-Lynchburg-Glasgow-Roanoke VA 611 ROANOKE-NRHS.

NRHS NATIONAL CONVENTION EVENTS

JUNE 21 Birmingham AL to Atlanta GA. OW SLSF 1522 ATLANTA-NRHS [Last leg of in-bound special train from Saint Louis].
 JUNE 23 Atlanta to Macon GA [SB on CGA w/1522, NB on SOU w/611. ATLANTA-NRHS.
 JUNE 25 Atlanta-Athens [via Lula] RT 4501/Diesel ATLANTA-NRHS.
 JUNE 26 Atlanta Ga to Chattanooga TN OW [Triple-header 611/1522/4501 to Rome GA, 4501/w Diesels returns part of consist to Atlanta, rest of train continues to Chattanooga]. ATLANTA-NRHS .. End of NRHS convention.
 JULY 9 Detroit MI to Fort Wayne IN. RT 611 BLUEWATER MICHIGAN-NRHS.
 JULY 10 One more time!
 JULY 16 Columbus OH to Detroit MI OW 611/Diesel. Ohio Railway Museum.
 JULY 17 Detroit MI to Columbus OH OW Diesel/611. [Note: 611 between Columbus and Toledo; Diesel byd each way. Overnight in Detroit]
 JULY 23 Buffalo NY to Conneaut OH. RT 611/Diesel. NIAGARA FRONTIER-NRHS. [611 OW, Diesel return]
 JULY 30 Erie PA to Rocky River OH. RT 611/Diesel. LAKE SHORE-NRHS. [611 OW, Diesel return]
AUGUST 6 Chicago IL to Fort Wayne IN. RT 611 CHICAGO-NRHS.
AUGUST 7 Chicago IL to Argos IN. RT 611 Same guys!
 AUGUST 13 Portsmouth OH to Matewan WV. RT 611 C. P. HUNTINGTON-NRHS.
 SEPTEMBER 10 Cincinnati to Portsmouth OH. RT 611 Cincinnati Railroad Club.
 SEPTEMBER 11 Cincinnati OH to Danville KY. RT 611 Same sponsor.
SEPTEMBER 17 Bellevue OH to Fort Wayne IN. RT 611 Mad River & NKP Society.
SEPTEMBER 18 Let's ride it again!
 SEPTEMBER 24 Columbus to Sandusky OH. RT 611 Ohio Railway Museum.
 SEPTEMBER 25 One more time!
 OCTOBER 1 Roanoke to Walton VA [2 RT]. 611 ROANOKE-NRHS.
 OCTOBER 2 Roanoke VA to Bluefield WV. RT 611 Same bunch!
 OCTOBER 8 Richmond-Appomattox-Lynchburg. RT 611/Diesel OLD DOMINION-NRHS.
 OCTOBER 9 Richmond-Appomattox-Lynchburg. RT Diesel/611 Same group!
 OCTOBER 14 Chattanooga to Oneida TN. RT 4501/Diesel Tenn Valley RR & Museum.
 OCTOBER 15 Pretty ride - once more!
 OCTOBER 16 Another chance if you missed the first two!
 OCTOBER 15 Greensboro NC to Charlottesville VA. RT 611/Diesel GREENSBORO-NRHS.
 OCTOBER 16 Greensboro to Asheville NC RT 611 Same guys!
 OCTOBER 22 Chattanooga TN to Huntsville AL RT 4501/Diesel Tenn Valley RR & Museum.
 OCTOBER 22 Asheville NC to Knoxville TN. RT Diesel ASHEVILLE-NRHS.
 OCTOBER 23 Asheville NC to Spartanburg SC. RT 611/Diesel. Same bunch!
 OCTOBER 29 Bristol to Roanoke VA. RT 611/Diesel WATAUGA VALLEY-NRHS.
 OCTOBER 30 Bristol VA to Knoxville TN. RT 4501/Diesel. Same guys!
 NOVEMBER 5 Atlanta GA to Chattanooga TN. RT 611 ATLANTA-NRHS.
 NOVEMBER 6 Atlanta to Toccoa GA. RT 611. All rested up from the convention!
 NOVEMBER 12 Greenville to Spartanburg SC. RT[AM] 611 GREENVILLE-NRHS.
 NOVEMBER 12 Greenville SC to Toccoa GA. RT[PM] 611 Good group!
 NOVEMBER 13 Greenville SC to Asheville TN. RT 611 Doing a great job!