

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 is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large 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 27th Year

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Illinois Association of Museums

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COMING EVENTS

April 20, 1995

Monthly meeting beginning at 7:30 PM, Palmer American National Bank in downtown Danville.

April 22, 1995

Chicago and Eastern Illinois HS meeting and swap meet in Danville at the Danville Area Community College on East Main Street. Railroadiana sales and displays, annual meeting, program and slides plus a visit to the DJC museum.

May 6 & 7, 1995

Arcola, IL. Train Show. Rockome Gardens including 14,000 sq. Ft garden railroad. 10 am - 5 pm each day.

May 7, 1995

Great Midwest Train Show - Dupage County Fairgrounds - Wheaton 10 am to 4 pm \$5 for adults.

May 13 & 14, 1995

Monticello Railway Museum - Mothers Day special trains both days.

June 24 & 25, 1995

Railroad Days, Galesburg, IL. Swap Meet, layouts, Frisco #1522, slide

shows, railroad exhibits.

June 27 to July 2, 1995

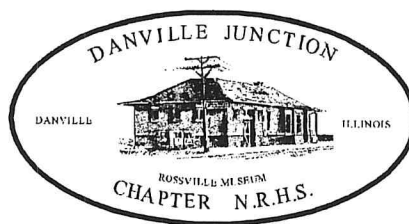
60th Anniversary NRHS convention, Lancaster, PA.

July 3, 1995

Monticello Railway Museum - Nighttime fireworks special trains operating from downtown.

NEXT MEETING

The next meeting will be held on Thursday, April 20, at the Palmer American National Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM. Enter at the east door and take the elevator to the second floor meeting room.



BN - ATSF MERGER DATE?

August 23, 1995

On March 8 the Interstate Commerce Commission announced that it will take only 165 days to decide the legality of the merger of the Burlington Northern, Inc. and Santa Fe Pacific Corp.



The ICC said all parties intending to participate must notify the agency by April 10 and all comments are due by May 10. Briefs will be due by June 29 and oral arguments are set for July 14. The commission said that it will limit the lawyer's brief in the merger to 50 pages and that it will announce the decision on August 23. The merger may be the last major decision of the 108 year-old ICC, whose abolition has been endorsed by the President and the Republican leadership in Congress.



Already work on some design projects has come to a halt. In the Chicago area some work on the intermodal facility for the BN has been put on hold as well as other work across the systems. Both railroads will need to assess their traffic patterns and decide what new facilities will be needed. If the decision is favorable on the 23rd this will be one of the quickest mergers in history.

Already the new merger partners and the Union Pacific have agreed on trackage right for the UP in Kansas. In return for the rights the UP has said it will support the merger.

Get your photos now. After the 23rd the two railroads will begin mixing motive power.

SANTA FE 2903 MOVES

On March 19, Santa Fe 2903 began its move from the Museum of Science and Industry to the Illinois Railway Museum at Union, Illinois. The move would take about two weeks to complete. R.J. Corman Co of Gary, Indiana was the contractor in charge of the move. Track panels were laid ahead of the locomotive and it was pulled forward by large tractors. The panels were then picked up and moved ahead of the locomotive and the move made again.

The locomotive was moved over the bridal path to Hyde Park Blvd and then to the Illinois Central Railroad. On the 27th the locomotive was sitting in an alley between the IC and an Amoco gas station. By the 30th the locomotive was on the IC property and finally on its way to Union by the 31th.

NORFOLK SOUTHERN'S NEW INDIANA LINE

As you have probably read, NS has begun using the ex-PRR line across northern Indiana from Ft. Wayne to Hobart. A portion of the line was purchased by NS and the remaining near Ft. Wayne is used by trackage rights from Conrail. Some trains have started using the line. Presently there are only two each way per day with the hot trains still using the former NKP line.

The ex-PRR line is not signaled with the track warrant system being used. Radio frequency is 161.25 for those listening in. Signal crews, the ones that worked at Springfield, are working the entire length of the line to get the signal system up and running. Much is done with many signals turned, but the system is not ready to "turn on". Another prob-

lem that has come up is the lack of maintenance of way people to work on the line to bring it up to NS standards. Two union districts are fighting over the new track and no new hires have come onboard until the issue is settled. As a result, workers from the NKP side and engineering staff from Ft. Wayne are busy on the new line while still trying to maintain the NKP line.

Even with the new line in service the problem of moving trains between Ft. Wayne and Chicago still exists. The section of "double track" is great, but at Hobart the line once again becomes single track for nine miles and the funnel theory occurs again, stack up and take a number to get to Calumet or Landers yards. The railroad is looking at double tracking the nine miles, but then there is the cost. Also, Calumet yard is at capacity and there is no room for expansion. Lander's is expanding but getting the trains through Calumet and on east is a problem. A second main is needed to route the intermodal trains around trains waiting to enter or leave Calumet yard.

RAILROAD DAYS - GALESBURG

As noted on the coming events listing, Galesburg will host the annual railroad days in June. This year Frisco 1522 will be at the event from the 24th through the 26th. Railroad Days will also include a train show featuring a swap meet, operating layouts and slide and video shows. The sponsor of the show is the Carl Sandburg College Foundation, 22342 S. Lake Storey Road, Galesburg, IL 61401.

If attending the event this year remember that the BN facilities are off limits.

RAILROAD PROJECTS

Spring is coming as you well know. Once again the construction season will be in full swing and my firm will be busy serving the railroad industry.

Lafayette, IN

The Lafayette Relocation is progressing. Last year CSXT was moved to the new alignment and now the contractor is removing the track from Fifth Street. At the same time the new depot complex is under construction. The former Big Four depot is almost closed in with the elevator towers and retaining walls nearly complete. The contractor will be starting on the building interior within a month. Also, the bridge over the tracks will be set in late April. The depot is expected to be finished in October of this year.

Additional work is progressing on the bridges at Wabash Avenue and Ninth Street. The abutments at Ninth Street are under construction with the steel for both bridges expected sometime in June. Drainage work will begin soon in the interchange yard area. At Wabash Avenue the contractor is modifying the abutments in preparation of setting the two bridges for NS. These area also expected in June.

Southwest of town, about 2 miles from the relocation project, the State of Indiana is construction a bypass for US Route 231. Construction is starting for the grade separation structures at both NS and CSXT main lines. The NS bridge will be a four span structures while CSX will be a two span bridge. Both locations require a runaround track to be constructed on the south side of the existing line. My firm is providing on-site inspection of these projects as well as the relocation.

Another project in southeast Lafayette includes the new County

Highway 350S around the south side of town. The new road will cross over the east end of the former NKP line at South yard. At the present time I have 5 projects for NS and 2 for CSX under construction in Lafayette.

Other Areas

In the Chicago area we are starting reconstruction of the 103rd bridge over Calumet Yard. Our Chicago office will provide the on-site work but I will manage the project. The Springfield project will finish this spring and in June the state will award the contract to begin construction of new overpass over NS/SP south of Iles Avenue.

Two more small projects are located on the NS mainline at Poag, Illinois and the former NKP line under I-270 in Glen Carbon. A final project involves 11,000 feet of new track for the Tri-Cities Port Authority in Granite City. We are providing the inspection of the construction of a balloon track adjacent to Route 3. This new track will provide storage for 100 car grain trains prior to unloading at the port facilities.

In the Chicago area our office will be providing construction management for the additions to the 47th Street car shop and several bridge rehabilitations. Work continues on the new Life Station with construction scheduled for 1996.

We still have an on-site representative in Cleveland. The work is beginning on the RTA bridge and track that will parallel Conrail to the Amtrak Station. With the West Park Station project, a tunnel project, Route 176 bridge and a under drain project we will be busy in that area until 1996.

This will be a busy year.

Rick

BN SUPPORTS RULING ON ILLINOIS COAL

A Burlington Northern executive has called a ruling by the U.S. Seventh Circuit Court of Appeals in Chicago on January 9" confirmation of the right of fair access to new markets for Western coal" John Anderson, BN executive vice president-coal business group, said the Appeals Court decision upholding an earlier federal District Court ruling that the 1990 Illinois Coal Act is invalid is a victory for coal producers, railroads, utilities and ratepayers.

Anderson said: "In the new competitive electricity market, we believe utilities must have access to all fuel options to make the best economic decisions for their customers and shareholders. The Illinois Coal Act encouraged, and in some instances required, the installation of scrubbers to allow the continued burning of Illinois coal. It also required Illinois Commerce Commission approval before a utility could make a change in fuel that would result in a ten percent or greater decrease in the utility's use of Illinois coal.

The Court of Appeals said the Illinois Coal Act "tilts the playing field" and that he "The obvious intent was to eliminate Western coal by Illinois generating plants, thus effectively discriminating against Western coal." BN is one of the founding members of the Alliance for Clean Coal, a trade association of Western state coal producers and transporters that brought the suit in 1993.

Via Progressive Railroading

MUSEUM OPENING

We have only one and one-half months until the museum will be open for the summer season. However, the C&EI HS meeting in Danville on the 22nd will require the museum to be open on Saturday. The members of the society have been invited to tour the facility and bring model equipment to run on the layout.

We need help in getting the building ready for the summer crowds. The sales table must be restocked and the shelves and display cabinets cleaned. The model layout needs a lot of work. It will be running by the 22nd but there is still scenery to be completed before the opening the end of May.

We still have a few windows to paint, some trim to finish painting and tuckpointing to complete. We could use some help this spring. With the new sign and the publicity that Rossville has been placing in ads we expect the attendance to increase this summer. We will need staff this summer on weekends so come to Rossville and spend four hours helping the finest railroad museum in Vermilion County.

THE LIGHTER SIDE

The track torpedo is one of the oldest safety devices used by the railroads. It consists of an explosive charge in a weather-proof wrapping with flexible straps for holding it on top of the rail. When struck by a locomotive wheel, it explodes with a loud BANG, warning the train crew of an obstruction ahead. Torpedoes are used by flagmen to protect against oncoming trains and by track and bridge repair crews to protect their work areas.



Member Bob Gallippi takes a break after working on the new yard for Stanleyville. Two new industries have been added and the power plant has been expanded. Scenery work is nearing completion but ballast work is still needed.

The torpedo has an interesting origin. During the Civil War a soldier was serving as the flagman for a military train. The train had made an unexpected stop, and the soldier-flagman went back to protect the rear against a following train. It was a dark, stormy night, and his lantern went out. He knew the crew of the oncoming train would never see him in the dark. He took a box of musket caps from his pocket and placed it on top of the rail with a dab of mud to hold it in place. When the oncoming train wheel struck the box, the caps exploded with a loud BANG. The engine crew thought something had broken on the engine and immediately stopped, whereupon the soldier-flagman informed them of the situation ahead. Thus was born the track torpedo.

Via Whistle Stop

Champaign Notes: SOUTH SHORE TO BUY ILLINOIS CENTRAL

In a surprising move, the Chicago, South Shore, & South Bend has made an offer to buy the Illinois Central. The announcement was made February 29 in Chicago. South Shore officials were tight-lipped about the financing of the deal but it is believed that the recent decline of IC stock due to the failure of the IC-KCS merger opening the door.

Privately, South Shore officials were jubilant. If you remember recent railroad history, the South Shore was the thrust behind the ill-fated Chicago, Missouri, and Western (The old Alton Route). When the South Shore purchased these lines from the ICG they thought the ICG would continue to route through traffic to them. The ICG quickly

diverted traffic through DuQuoin, IL and left the C.M.&W. to die on the vine. Needless to say, this left a sour taste in the South Shore's collective mouths, and apparently they have achieved revenge. A CSS&SB official anonymously said, "They really screwed us over in the '80's, but now WE'RE gonna be in charge! Just wait until we hang wire to New Orleans! We're gonna show them how to run a railroad! Anyone for triple-track?" Dumb-founded IC officials seemed surprised at the move and their only response was "Does this mean that we have to paint our locomotives orange again?"

Physical proof of the impending merger appeared in Champaign March 1 when South Shore GP38-2s 2000, 2006, & 2007 (all in orange and maroon) were resting between assignments. With the new SD70s coming on line later this year, one wonders if they will be arriving in shiny orange paint.

NOTE: April Fools! The entire IC-CSS&SB merger is a bunch of bull, but I DID see the 38s in Champaign.

I have also heard that the IC ordered 25 SD70s with a twist. They asked that they be delivered WITHOUT computer equipment on board, as they don't have the mechanical aptitude on staff to maintain them. Does this mean they are to be called SD70-2s? Or maybe SD70WCs (for Without Computers)?

Bruce Bird

GTW IDENTITY DISAPPEARING

Soon the Grand Trunk Western logo and markings will fade totally in CN of North America, or "CNNA". On January 16th, the ICC approved the application for the GTW-DW&P merger that was issued by the CN on December 14th. Some 300 clerical jobs are expected to be transferred to Canada. The TCU

may strike soon over the lost jobs, if an agreement on the merger cannot be settled soon. As per FRA hours-of-service rules, train dispatching can't be conducted from Canada and will remain in Pontiac, Michigan.

Via The Gateway Railletter



UP STUDY PROJECTS BIG FUEL SAVINGS WITH AC TRACTION

Union Pacific says its tests show that use of AC Traction locomotives could lead to dramatic fuel savings. UP says that simulation tests it ran on 6,000 horsepower AC locomotives point to savings of an average of 65,000 gallons of diesel fuel annually per locomotive.

In an over the road simulation test for a Chicago-Oakland doublestack train, the use of two 6,000 horsepower AC locomotives instead of three 4,000 horsepower DC locomotives saved 1,700 gallons of fuel and 40 minutes of running time each way. Tests on a simulated North Platte, Neb., to Newark, Ark., coal train showed savings of 500 gallons of fuel and one hour of running time each way.

"Operation of three General Electric 4400 horsepower units on UP and the testing of a pre-production 6,000 horsepower engine at GE's Erie, Pa., plant support our earlier simulation results," said Bob Grimaila, UP general director-technical services.

The railroad has committed to purchase 250 AC units from both GE and the Electro-Motive Division of General Motors. UP is expecting delivery of the first 70 production AC locomotives later this year, Mr. Grimaila said, including 10 GE C60AC units equipped with 6,000 horsepower engines, the first in the world. The other GE units will be rated at 4,400 horsepower until conversion to 6,000 in 1997. The 25 EMD units received this year will be converted to 6,000 horsepower in 1998.

UP's strategy, he said, will be the replacement of older 3,000 horsepower DC locomotives in advance of their normal retirement dates.

Via Train-It

VIRGINIA MUSEUM OF TRANSPORTATION

The Virginia Museum of Transportation, Inc. In Roanoke, Virginia announced today it will be raising funds to build a protective cover for the steam engine, the J611. In November, 1994 the Norfolk Southern Corporation announced the termination of its steam train excursion program. This meant the end of an era in steam rail transportation - an era dominated by two huge majestic engines billowing steam, announcing their presence with a proud low whistle. The J611 and the 1218 would no longer mainline to cities in the South. The Norfolk Southern Corporation has returned the J611 to the city in which it was built, Roanoke, Virginia and to its home, the Virginia Museum of Transportation, Inc. Currently,

the J611 is housed in a protected building on Norfolk Southern property while the Museum builds a cover worthy of housing this beautiful engine. At the end of May, 1995 the J611 will be placed in the Museum. The Norfolk Southern Corporation fully restored the J611 and has winterized the engine to prepare it for its location at the Museum. The cover the Museum is building will protect and preserve the engine from natural elements as well as allow visitors to adequately view this magnificent piece of history until the time it can once again proudly ride the rails.

The cover for the Virginia Museum of Transportation, Inc. will be the first phase of a four phase plan to cover our railyard collection. The cost to build this first phase is \$150,000. The cover for the J611 will protect the engine from natural elements, but still allow visitors to view this significant example of our transportation history. Donations may be sent to the Virginia Museum of Transportation, Inc. Or if more information is desired inquiries may be made to the Virginia Museum of Transportation, Inc., 303 Norfolk Ave., Roanoke, VA 24016, (703) 342-5670

STEAM **OPERATIONS WITH** **#1522**

Burlington Northern will sponsor two steam exhibition trips this year in June using the ex-Frisco 4-8-2 #1522 as motive power. Over the weekend of Friday, June 2 through Sunday, June 4, BN will sponsor operations with #1522 in the Kansas City area jointly with the National Archives to mark the 50th anniversary of VE Day, the end of WWII in Europe. On Saturday, June 3, the #1522 will pull a special train in the Kansas City area for CIP's and WWII vets, much like the special operations a few years ago at Abilene, Kansas to honor Dwight

Eisenhower's Centennial.

Between June 14 and 26, BN will run "The Heartland Express" St. Louis - Kansas City - Lincoln, NE - Omaha - Creston, IA - Galesburg, IL - St. Louis. At Galesburg, #1522 and the train will layover the weekend of June 23 through 26 for Galesburg's annual "Railroad Days". The train's consist will include BN's deluxe executive cars.

In May, HBO will use #1522 to shoot scenes depicting the "whistle stop" campaign train used by President Harry S. Truman in his 1948 election campaign, as part of a movie biography of Truman starring Gary Sinise as "HST". The scenes will be shot in the Kansas City area on/about May 4,5.

The #1522 was one of the original locomotives invited by Steamtown to come to Scranton, and the St. Louis Steam Train Association had tentatively accepted. The run to Scranton, however, might have interfered with their other commitments, and so the invitation as declined. During February, the FRA checked out the locomotive very thoroughly, found no problem area, and so granted a one-year extension on flue time.

Also during February, the replacement of the air brake mechanism began. The #1522 was converted to a modern 26-L air brake system and all portions were exchanged with rebuilt components generously provided by Burlington Northern. Following that, the locomotive's trade mark boiler-top air reservoirs were removed and hammer tested. Boiler jacketing was also removed so that staybolt caps could be inspected. This work to get the 4-8-2 in shape for the '95 season was accomplished indoors at the St. Louis Museum of Transportation.

Via Dayton Railway Historical Society

OMNITRAX **TESTING** **RECYCLED PLASTIC** **TIES**

Three OmniTRAX short lines in the Chicago area are testing crossties made from recycled plastic. Using a \$50,000 grant from the State of Illinois, Chicago Rail Link, Chicago West Pullman & Southern and Manufacturer's Junction Railway have acquired about 900 prototype railroad ties made from recycled PET plastic, previously used for such items as milk or soft drink bottles. The railroads will run a five-year test of the ties under various operating conditions including sidings, branch lines and interchange leads.

Last fall about 500 ties were inserted along an industrial lead on the MJ in Cicero, IL., where they will deal with standing and slow moving cars.

Eaglebrook Plastics, Chicago, manufacturers the ties, which weigh about half as much as standard wood crossties. The tie molds give the recycled ties a wood grain finish.

OmniTRAX reports the ties spiked easily, are holding gage and are easy to maintain and insert due to their relatively light weight.

"One of the key aspects of the ties is that they are environmentally friendly," said Jim Jamrus of OmniTRAX. "No creosote is used in their production and the expected longevity of the plastic will decrease the harvest of virgin timber should the ties be used on a large scale. The most obvious environmental benefit, however, is the fact that if the ties become industry standard, they will create a permanent use for waste plastic that would otherwise end up in a landfill. As to longevity, the absence of water retention and subsequent lack of decomposition means that the ties could conceivably have a useful life of 75 years or more."

Jamrus noted he believed this was the first time a tie made of recycled material has been tested in an actual operating environment.

Via Progressive Railroading

UP WANTS BIG ROLE IN RAIL OPERATIONS IN MEXICO

Exactly how Mexico would reduce its involvement in railway operations till was not clear as of late February, but Union Pacific said it was ready to get involved. Earlier in the month, UP announced a strategic partnership with Latin America's largest construction company, Empresas ICA, to invest in rail infrastructure and transportation.

The two companies would work together to supply resources, management expertise and technology to National Railways of Mexico (FNM), they said. ICA already does contract track maintenance in northern Mexico.

UP does about \$300 million a year in cross-border business, with 75 to 80 percent of that traffic moving between Laredo, Texas, and Mexico City through Monterrey, Nuevo Leon, and between Brownsville, Texas, and Monterrey. It is in those corridors that UP primarily wants to be involved in FNM upgrading and operations.

Already deeply involved with FNM is Union Pacific Technologies, which since 1991 has been adapting the railroad's computerized train control system to Mexican operations. The recent devaluation of the Mexican peso, however, caused much of this work to be temporarily deferred.

In early February, Dick Davison, UP chairman, met with Mexico's president, Ernesto Zedillo, and the

country's transportation minister, Carlos Ruiz Sacristan. Ruiz Sacristan, in turn, accompanied by Luis de Pablo, FNM general director, and other Mexican government and railway representatives, spent the week of Feb. 20-25 visiting the U.S. offices of Southern Pacific, Union Pacific and Santa Fe.

As of late February, constitutional changes allowing significant private investment in railway operations still needed approval by all 31 Mexican states. Labor opposition was expected in some area.

Rather than offer the railway for sale, the government is expected to offer long-term concessions for the operation and maintenance of FNM segments. Working on the details is a government commission including FNM and Mexico's Controller, Finance Ministry and Transportation and Communications Ministry.

Because of the complexity of a semi-privatization plan that would involve numerous Mexican and foreign companies, no changes are expected until well into 1996.

One Mexico City financial analyst recently determined that FNM is worth more than \$20 billion. It is also estimated that no more than a third of FNM's 12,638 main-line miles can handle high-volume trains.

Via Progressive Railroading

STEAMTOWN UPDATE

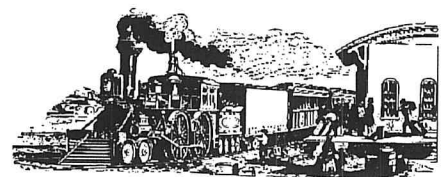
The #261, #1225, and #2716 are still slated to go to Steamtown for the Grand Opening Celebration, which is, incidently, being stage managed by Tim O'Maley of the Scranton Chamber of Commerce, using grants provided by several local governmental agencies and private concerns. No federal or

Steamtown money is being used. As of mid March, nothing is really firm yet on any of these plans. The #261 and the #1225, using CP Rail's trackage rights, are expected to meet in CSX's Plymouth Yard, just west of Detroit for a joint run through the newly enlarged Detroit River Tunnel and over to Binghamton and Scranton. CPR has generously agreed to move the steamers at minimum cost.

The #2716, on the other hand, may run east from New Haven IN over Norfolk Southern directly to Buffalo, and thence to Scranton on its own. It looks like there will be no steam triple header, after all. We shall have to make do with a plain, old double header. The dates of all the moves to Plymouth Yard and Buffalo, and from there to Scranton are still not firm, although all visiting locomotives must be at Steamtown before July 1st.

There is a good chance that other major steam locomotives will join the three Midwestern visitors at Scranton: Susquehanna's 2-8-2 #142 already in new York State, Glenn Campbell's ex-B&LE 2-10-4 #643 from Pittsburgh and Ross Rowland's ex-C&O 4-8-4 #614 from Baltimore. Both the #614 and the #643 have been in storage and in very close to operable condition for several yeas, and (like the #142) would be capable of traveling to Scranton under their own power. Negotiations with Steamtown to move them are reported to be underway.

Via Dayton Railway Historical Society



UNION PACIFIC STEAM

The Union Pacific Railroad will field the largest steam train operations in the US and Canada this year. There will be two separate forays around the Western US, one starting in May to Texas and Louisiana and another in September to Portland and the Pacific Northwest. The star of these shows will be the 3985, the UP's 4-6-6-4 Challenger, the largest and most powerful operating steam locomotive in the world. Some parts of these schedules are tentative.

On May 27, the Challenger and a short train of mixed passenger and freight cars will depart Cheyenne for North Platte and on May 28, for Omaha, where it will pick up a string of UP's Armour-yellow passenger cars. From here on the schedule looks like:

May 30	Omaha to Kansas City
May 31	KCY to St. Louis
June 1	Layover in St. Louis
June 2	St. Louis to DeSoto, MO
June 3	Layover in DeSoto
June 4	DeSoto to North Little Rock, AR
June 5	Layover in North Little Rock
June 6	North Little Rock to Monroe, LA
June 7	Monroe to Shreveport, LA
June 8	Shreveport to Palestine, TX
June 9	Palestine to Houston
June 10,11	Steam excursions out of Houston, sponsored by the Gulf Coast Chapter NRHS
June 12,13	Layover in Houston
June 15	Houston to Waco - one way passenger run sponsored by the Gulf Coast Chapter
June 16	Waco to Fort Worth
June 17	Fort Worth to

McAllester, OK	
June 18	McAllester to Coffeyville, KS
June 19	Coffeyville to Kansas City

On June 20, the train will begin its return trek to Cheyenne via Marysville and North Platte.

The second set of trips will get underway with the Challenger departing Cheyenne with a short consist on September 13 for Denver, where it will layover on the 14th. On September 15, the Challenger will depart Denver for Laramie with a passenger train dubbed, "The City of Portland" sponsored by the Pacific Limited Group (see ads in major railfan magazines) to commemorate the 50th anniversary of the famed UP Streamliner.

Sept 16	Denver to Laramie
Sept 17	Layover in Laramie
Sept 18	Laramie to Rock Springs
Sept 19	Rock Springs to Pocatello, ID
Sept 20	Pocatello to Nampa, ID
Sept 21	Layover in Nampa
Sept 22	Nampa to Baker City, OR
Sept 23	Baker City to Wallula, WA
Sept 24	Wallula to Spokane, diesels
Sept 25	Spokane to Bonners Ferry, RT
Sept 26	Layover in Spokane
Sept 27	Spokane to Wallula
Sept 28	Wallula to Portland, OR, steam
Sept 29,30	Layover in Portland
Oct 1	Portland to Bend, OR excursion, diesels
Oct 2	Portland to Hermiston, steam
Oct 3	Hermiston to Baker City
Oct 4	Layover in Baker City

Oct 5	Baker City to Nampa, ID
Oct 6	Nampa to Pocatello, ID
Oct 7	Pocatello to Silver Bend, ID, excursion, diesels

IC BUYS FIRST NEW LOCOMOTIVES IN TWO DECADES

Illinois Central has ordered 20 new SD70 locomotives from General Motors Locomotive Group and taken an option on 20 more.

The 4,000-horsepower DC locomotives are the first new locomotives IC has purchased since the mid-1970's. They feature self-steering radial trucks that reduce levels of rail and wheel wear. They also include a microprocessor system to control most locomotive functions as well as computer diagnostic checks for maintenance and performance analysis.

"Adding new, higher-horsepower locomotives to the fleet will now allow us to retire older, less efficient units while better matching motive power needs with anticipated growth," said Senior Vice President John D. McPherson.

Mechanical Superintendent James B. Danielwicz said the railroad decided to buy DC locomotives instead of AC units because "IC is blessed with a low curvature river-grade route structure where AC tractive power does not offer significant additional benefit. The SD70 is a better match for our operating needs."

Via Train-It



FRIENDS OF THE E B T

BULLETIN :EAST BROAD TOP RAILROAD TO OPERATE IN 1995

Coalition Selling Special Tickets to Help Meet '95 Costs & Fund Future Development March 2, 1995: The East Broad Top Railroad in Huntingdon County, PA, again will operate its narrow gauge steam trains in 1995, starting June 3rd and including the EBT's famous Fall Spectacular, October 7-8.

The railroad will operate a Saturday and Sunday schedule with trains at 11:00 a.m., 1:00 p.m., and 3:00 p.m. through the end of August. A decision on operation in September is pending. Central to the decision to operate in 1995 is the commitment from a local coalition to help meet the EBT's operating costs, that have threatened to bring permanent closing of the 1873 railroad, while establishing a vehicle for individuals to contribute to the EBT's future development.

The East Broad Top Development Fund, established by the Huntingdon County Heritage Commission with support of the Southwestern Pennsylvania Heritage Preservation Commission and other groups including Friends of the EBT, is selling \$10.00 Commemorative tickets in advance of the start of 1995 operation by the EBT as a way to offset \$75,000 of the railroad's operating costs. Funds raised in excess of that amount will be banked for future development of the railroad. ALL monies from purchase of special tickets go to keeping the EBT operating and supporting its restoration.

Administrative costs of the fund are being met with cash and in-kind contributions from groups in the coalition. For its part, Friends of the EBT has committed to purchase up to \$1,000 in advertising for com-

memorative ticket sales and is providing 10,000 envelopes.

Purchasers may use the commemorative ticket to ride the EBT with the balance over the railroad's regular fare going into the EBT Development Fund, or retain the special ticket unused as a collectible, in which case the entire \$10.00 purchase price goes into the Fund. Commemorative tickets may be purchased by writing to EBT Development Fund c/o Huntingdon County Heritage Commission, P.O. Box 374, Huntingdon, PA 16652 or by calling the Fund at (814) 643-5091.

The East Broad Top ended its 1994 season on the verge of closing forever because of operating losses that no longer can be sustained by the private owner, yet tantalizingly close to a \$30 million rescue for full restoration by the state of Pennsylvania. Acting on what is seen as a critical community development issue, the coalition's intent is that the EBT Development Fund will serve as a bridge until the state funds are appropriated, as well as a vehicle for private contributions in any amount to help match the state.

In parallel with operation of the Development Fund, a team of public agencies, private groups, and consulting firms is working to obtain release of the funding from Harrisburg this year. Friends of the EBT is providing data and actively participating on the team in multiple ways.

The 33-mile East Broad Top is National Historic Landmark, classified as endangered and widely regarded by historians as a national treasure. Commenting in 1994 in support of restoring the railroad, Smithsonian Institution Curator of Transportation William Withuhn said, "If we blow the chance to save the EBT, it would be like bulldozing Mount Vernon."

All participants agree that meeting and exceeding the Fund's 1995

goal will send a powerful message on the EBT at a critical time. The coalition wants to meet the Fund goal by the end of May, before the EBT starts operation. They are looking to the 800 members of Friends of the EBT to be a driving force through personal efforts to get the commemorative tickets sold. Hugely successful in generating letters to Pennsylvania's governor in support of restoring the EBT, members of the Friends are being given this urgent challenge as another, this time tangible way to demonstrate strong public support for the EBT just when many public agencies, foundations, and corporation's will be focusing on their own participation in the EBT's future.

Via Internet

UNION PACIFIC REACHES AGREEMENT TO BUY CHICAGO & NORTH WESTERN

Union Pacific and Chicago & North Western have announced agreement on a plan for UP to purchase 100 percent of CNW's common stock for \$35 a share.

UP currently owns 29 percent of CNW stock. It said the transaction would not require Interstate Commerce Commission approval because the ICC has already granted UP authority to boost its stake in CNW.

The transaction is subject to negotiation and execution of a mutually satisfactory purchase agreement and approval by both railroads' boards of directors.

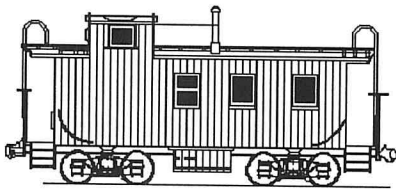
"The CNW is an excellent managed railroad with a great route to Chicago," said Drew Lewis, chairman and CEO of Union Pacific Corp. "This is a strategic move that will make UP an even greater mover of southern Powder River Basin coal,

grain, intermodal and other products."

Currently two-thirds of CNW's business is interchanged with UP, while UP interchanges one-third of its business with CNW.

The two railroads had total freight traffic of 253 billion ton-miles in 1993. Their combined operating revenues were \$5.7 billion. The two lines operated over 24,000 miles of rail line.

Via Train-It



WHEEL REPORT

OPERATION LIFESAVER - The year 1994 will end with a preliminary figure indicating there were 284 collisions at grade crossings in Illinois, an increase from the 272 reported in 1993. Total fatalities were 47 compared to 51 in 1993. There are now as more collisions at grade crossing with gates and light than crossbucks. The railroads, and the OL program, are very concerned with this number and are making efforts to reduce the number. A bill is not before the state legislature that will enhance the penalty for violating railroad grade crossing warning devices by establishing a mandatory fine of \$500 or 50 hours of community service. There is also a bill in the works that will allow cameras to be installed at grade crossings. These have seen limited use in California and Arkansas. Remember, they are only trying to save your life.

SOUTHERN PACIFIC JACKETS - are available from M&M, 200 Tanner Street in Bloomington 61701-

6542. The black lined silk jackets have the SP sunset logo in gold for \$45 or a new C-44 in silver for \$40 on the back. All sizes are available with size 2X and above for a slight additional amount. The company may be contacted by calling 309-827-7506.

NMRA - Be on the lookout for Missouri Pacific (UP) box car #26629. The car has been painted with an insignia commemorating the 60th anniversary of the National Model Railroad Association.

ILLINOIS CENTRAL E-UNITS - The Illinois Central has purchased two ex-BN E units to run on business car trains. Numbers 9901 and 9904 have been delivered to the IC and they are presently in the locomotive facility at Markham Yard in Chicago. The IC will paint them in the black/white/gray scheme similar to the former Illinois Central brown and orange. The IC has also leased the three South Shore units that have been on the property for a month. In addition three units have been leased from the Paduach and Louisville (ex-IC geeps) and one from another leaser. The 20 new SD-70's are scheduled for third and fourth quarter delivery. They will be straight DC power with standard cabs.

SANTA FE SD-75M'S - On March 31, new ATSF SD-75M's #210, 211 and 212 were dead in tow on CP Rail train Z457 through Danville. The units are being delivered to VMV in Paducah, Kentucky for painting. These three monsters were in various coats of primer paint but at least had number boards. The new power is being brought into the states by CP Rail to Chicago, then the down the ex-Milwaukee line to Louisville where they are delivered to the P&L. The first units are already delivered to the ATSF and have been testing in Pueblo. Keep you ears to the scanner for the Soo trains, they may be hauling more to VMV.

CHICAGO CHAPTER CNW EXCURSION - The Chicago Chapter of the NRHS has announced a tentative excursion on the Chicago and North Western using the Union Pacific E-units and train. The planned dates are August 11-13, 1995. The train will travel from Omaha to Chicago on the 11th stopping at various locations in Iowa. On the 12th the train will operate as a round trip from Chicago to Clinton, Iowa with stops in the Chicago suburbs. On August 13 the train will return to Omaha. This trip is in the planning stage and more details including prices will be forthcoming.

SOUTHERN PACIFIC WANTS ROUTES FROM BN-ATSF MERGER

The Southern Pacific has indicated that it is looking to gain access to five market areas as part of the proposed Santa Fe and Burlington Northern merger.

First, SP wants service over the Chicago to Seattle corridor of BN to add Seattle to the other west Coast ports it serves. Second, it wants rights over the Santa Fe Chicago to Kansas City corridor instead of the BN route is presently runs on. Third, the railroad wants the Kansas City to Fort Worth and the Fort Worth to Pueblo, Colorado trackage rights over either railroad. Fourth, the SP wants into Portland, Oregon and Vancouver, British Columbia over Bn. Finally, the railroad wants the route from Colton, California to Vaughn, New Mexico via the Santa Fe to provide a more direct intermodal route to Chicago.

The SP had submitted a laundry list during the UP - CNW case and received no marketable routes. The SP will become the weaker railroad once the merger is complete. This will pen the railroad to possible partner's UP, CSX, Conrail or NS in order to compete and stay alive.

THE C&EI R.R. HISTORICAL SOCIETY



1995

ANNUAL MEETING

AT THE

DANVILLE AREA COMMUNITY COLLEGE
CONTINUING EDUCATION DEPARTMENT

BREMER CONFERENCE CENTER

2000 EAST MAIN STREET

DANVILLE, ILLINOIS

SATURDAY APRIL 22, 1995

EVENTS AS FOLLOWS:

9:00 AM Until 10:00 AM SET-UP TABLES

& DISPLAYS - BRING YOUR MODELS

NOTE: DISPLAY TABLES ARE FREE TO MEMBERS OF C&EI SOCIETY

10:00 AM Until NOON SWAP MEET (Tables \$10.00 For Non-members)

LUNCH AT RESTUARANT OF YOUR CHOICE

12:00 PM Until 4:00 PM ROSSVILLE MUSEUM OPEN

BRING YOUR FAVORITE ENGINE TO RUN ON THE MUSEUM LAYOUT

4:00 PM Until 6:00 PM SWAP MEET CONTINUES

4:00 PM Until 6:00 PM RESTUARANT OF YOUR CHOICE

6:00 PM Until 6:30 PM RECEPTION

6:30 PM Until 7:30 PM BUSINESS MEETINGS

7:30 PM Until 8:00 PM BREAK FOR VISITATION

8:00 PM Until 10:00 PM SLIDES AND DISCUSSIONS

BRING YOUR SLIDES AND DISPLAYS

CONTACT ROBERT MCQUOWN FOR TABLES AT

15 WOODLAND DRIVE, BISMARCK IL 61814

(217) 759-7747

EVERYONE WELCOME TO VISIT

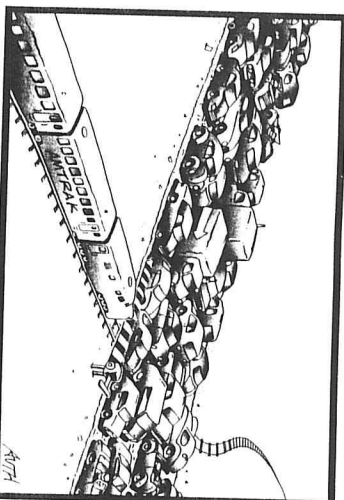
CO-SPONSORED BY DANVILLE AREA COMMUNITY COLLEGE

CONTINUING EDUCATION PROGRAM

SAVE OUR TRAINS!

ALL Amtrak passenger train service in the U.S. is threatened as never before.

Amtrak service cuts happening now could be just the beginning. If citizens don't speak up, all Amtrak service could disappear forever by this fall.



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If you want passenger trains to survive—tell Congress! Your representatives will listen to you! Write a brief note or post card to these four people (or call)—the President, your two Senators and your Representative:

The President	The Honorable _____
The White House	U.S. Senate
Washington, DC 20500	Washington, DC 20510
White House comment line:	U.S. House of Representatives
Capitol switchboard:	Washington, DC 20515
	202/456-1111
	202/224-3121

Any local library, or city or town hall can tell you the names of your Members of Congress.

Some reasons to act:

- Loss of Amtrak trains harms people's mobility.
- Travel on Amtrak rose greatly in the last decade.
- Passengers pay a far greater share of Amtrak's costs than a decade ago.
- Amtrak is energy-efficient, almost twice as much as airlines.
- Federal investment in Amtrak has fallen in the last decade, but spending on highways and aviation has risen sharply.
- Amtrak is good for the environment.
- Amtrak is safe, especially in bad weather.
- Amtrak workers and contractors pay significant taxes.

National Association of Railroad Passengers
900-2nd St., N.E., #308
Washington, DC 20002
Phone: 202/406-8362

The National Association of Railroad Passengers is an independent group supported by individual members. We seek to improve America's transportation system and environment by improving passenger trains. Write or call for membership information.