

APR 10 1996

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC, 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 Cooke Business Forms, N. Vermilion Street, next to the Central Illinois Bank, Danville, Il. beginning at 7:30 PM Central Time.

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Visit our Chapter WWW Home Page On-Line - <http://www.prairienet.org/djc-nrhs/>

Volume 28

April 1996

Number 4

Coming Events

April 18, 1996

Monthly meeting beginning at 7:30 PM at Cooke Business Forms, 2500 N. Vermilion St in Danville.

April 27, 1996

C&EI Historical Society Annual Meeting at Watseka, Il. Meeting will be held at the depot adjacent to the TP&W/UP tracks. Swap tables open 10-3, Historical Tour 1-3, Business meeting begins at 6:30 with program starting at 7:30 PM.

April 27 & 28, 1996

Eastern Illinois Template Assn Model Show and Sale - Arcola, Illinois at Rockome Gardens. 10-5, adm \$4.50

May 25-27, 1996

The Depot Railroad Museum in Rossville opens for the summer months. Come join us for another great summer.

May 11 & 12, 1996

Monticello, IL - MRM Throw Momma on the train. Special runs for Mothers Day.

June 18-23, 1996

1996 NRHS convention in Charlotte, NC hosted by the Piedmont Carolinas Chapter.

July 3, 1996

Monticello, IL - Fourth of July Fireworks Trains. Ride the train from the depot in Monticello to watch the fireworks.

August 17 & 18, 1996

Monticello, Illinois MRM Caboose Days from Noon to 5 PM each day. DJC Wabash Caboose will be on the train. Chapter members will be car-hosts on the train and chapter members can ride free. Come join us and the MRM for a great weekend.

August 24 & 25, 1996

Decatur Train Fair, 10 to 5 on Saturday, 11 to 4 on Sunday. Admission is \$2.



Next Meeting

The next meeting will be April 18, 1996 at Cooke Business Forms, 2500 N. Vermilion Street, Danville, Illinois. Business meeting will begin at 7:30 PM with the program starting around 8:15 PM. With the upcoming opening of the museum we will discuss work to be done before Memorial Day weekend. There is cleanup of the interior of the building along with some touch up of paint and tuckpointing the brick in various locations. Work sessions will be planned for early May.

Welcome a new member to the Chapter. John Kioebge, 14165 Perrysville Road, Danville, Illinois has joined the chapter and the NRHS.

This year we had several members donate additional funds to the museum. We want them to know we appreciate the donation and will put additional money to good use. Each year we receive some donations, however, this year has been exceptional.

The Urbana Show as successful for the Chapter in terms of sales. Also, we had many inquiries about the museum and hope that many of the individuals that picked up a brochure will visit this summer.

We gave away all of the extra newsletters and many of the new Chapter brochures. Hopefully some will be returned with a membership application filled out. We what to thank everyone that attended on Saturday and Sunday. National Director Rick Schroeder ask for help at the last meeting and the good turnout was appreciated. Over \$300 was collected from sales during the two-day show. This will help with the newsletter and the museum operation.

The program for April will be announced at the meeting.

Work Sessions

We will have two work sessions at Rossville this spring. The first will be on Sunday April 28. The second will be on Saturday and Sunday, May 18 and 19. The annual cleanup of the museum is needed as well as painting inside and outside. The building needs tuckpointing in some locations. All sessions begin at ? (anytime after 10AM and end at 4 PM) whenever you can make it.

Chicago and Illinois Midland Flag Falls

Another railroad disappears into history. On February 9, 1996, the Genessee and Wyoming purchased the assets of the C&IM and immediately changed the name to the Illinois and Midland Railroad, Inc.

The railroad has been for sale for several years after Commonwealth Edison sold the railroad to the Illinois Midland Transportation Co. in 1987. Since that time the railroad struggled to keep going, but in recent years several new businesses had been added. At the time of the sale there were less than 100 employees. The railroad was in the process of taking delivery of five rebuilt SD-20's. The first one had arrived on January 16th and the last arrived at the time of sale. These were the first "new" units to arrive on the C&IM since the SD38-2's arrived in 1974.

The last train arrived on February 9 at the Springfield Shops. The new railroad took over and immediately began changing personnel. The C&IM, which was chartered in 1906, had 12 labor contracts. The new company immediately terminated all employees and would interview and rehire those it wanted. Not all employees will return.

Within a few days the large C&IM sign, located at the northeast cor-

ner of the property came down. The new logos arrived and the change began to take place. It will take some time before the diesels are repainted, but it will come soon. If you want photos of the C&IM you had best do it soon. Like all fallen flags, the change will come and only history will remain.

C&IM Chapter, NRHS

UP - SP Merger

We recently received a copy of Attachment 1 of the UP/SP Proposed Merger Environmental Information Package for Illinois. The 30 plus page document contains maps and charts indicating the lines that will increase in use, those that will be abandon, facilities that will be expanded and those that will be closed.

The railroad expects to increase business on the Clinton, Iowa to Nelson, Geneva and West Chicago segment of the former CNW. That business continues into Proviso yard. They also expect to increase business on the Nelson to Buda segment of the UP and the Galesburg to Buda segment of BNSF. The last line for increase in business is the Chicago to Villa Grove line. What happened to the Villa Grove to Findley Junction segment is not known but we assume the map charters forgot there is a segment out of Villa Grove.

In the way of rail yards the railroads expects to expand Salem and Canal Street yards. The UP (CNW) Madison yard will be closed. The Madison yard has already been closed with all services moved to the UP facilities in E. St. Louis and in St. Louis.

Intermodal facilities will see a big change. In the Chicago area they will expand the Canal Street and Proviso yards and close the Forest Hill facility presently leased by the SP from CSX Intermodal. Dolton will expand as will Dupo, south of East St. Louis. The SP's Valley yard

in E. St. Louis will be phased out.

The UP will abandon the Edwardsville to Madison line of the former CNW (15 miles). They will abandon from DeCamp (NS) to Edwardsville and from Barr (CIM, now IM) to Girard (SP). They will use the IM to Springfield and the SP line from Springfield to just north of Nilwood where a connection will be built to the former CNW line. The coal train that now comes to Edwardsville via the CNW line and NS to the power plant will travel to DeCamp, enter NS to the BN just south of Litchfield, go south over the BNSF to NS and east to the power plant. NS will also abandon their Edwardsville line.

A copy of the report will be at the museum for those that wish to read it. The main content is maps and they are of some interest.

The only new construction in Illinois (there will be 25 projects in 8 states) will be the connection at Nilwood and a new connection between CSX and the UP at Salem, Illinois. The new connection at Salem will be in the southeast leg of the intersection and allow northbound/eastbound movements to CSX.

All New Modern Diesel from Atlas

HO GE C30-7 LOCOMOTIVE

In June Atlas will release the GE C 30-7 locomotive in HO scale. This modern locomotive built in the 1970's is widely in use on railroads today. The new model will have the same high quality mechanism contained in our popular U33/36C locomotives, with all-wheel pick-up and a 5 pole skewed armature motor. A PC board which conforms to NMRA recommended practice and is designed to accept DCC decoders is factory installed.

Continued on Page 4

How Well Are The Railroads Doing?

by J.E. Bennett

In a general sense, they are going full throttle in run eight. Their route miles continue to shrink as many secondary and branches are abandoned and ripped up. The mega merger activity continues as old flags keep falling by the wayside into the annals of history, yet their routes that survive make substantial contributions to the new companies.

The rails still account for 38.9% of the inter-city ton-miles of freight moved while receiving only 12% of the total freight revenue paid in this country. To compare, let's see how they fair against the other transport modes. Trucks account for 27.7% of the ton-miles while collecting 77% of the revenues, water transportation accounts for 14.5% of the ton-miles and collects 1% of the revenue, pipelines garner 18.5% and gets 3% of the revenues pie while the air transport carries 0.4% to collect 5% of the revenue pie.

To give one a perspective on how much change in freight car loadings has occurred over the years, here is some data:

Year	Carloadings	Trailer/Container
1972	26,105,000	1,448,000
1982	18,498,000	1,920,000
1992	16,866,994	6,710,412
1993	16,865,640	7,150,457
1994	17,884,209	8,167,166
1995	17,320,808	7,647,236

(43 week results for '95)

A very dramatic drop in carloadings but also a dramatic increase in the intermodal area. This change in the business has surely meant spending much money to purchase equipment needed to carry out this sort of business. Part of this was the production of 679 new locomotive units in 1994 while 344 units were rebuilt. During the 1995 production year 1000 new units would be completed and delivered.

In 1994 the rails received 53,281 new freight cars and 60,350 units in 1995. The development of new innovations in freight cars are now being seen out on the road. New materials with lighter tare weight and increased load capacity of cars.

Employment on Class I roads during 1995 amounted to 190,669, 38,398 were in executive, officials, professionals and administrative; 64,161 in transportation (trains and engines); 9,592 in transportation other than trains and engines; 40,779 in M/W and structures and 37,738 in maintenance equipment and stores.

These figures were gleaned out of various publications in our museum library, with figures from various sources. I know there are sundry other figures to be looked at for the actual health of any given business, but this was just to see how well traffic is holding in the area of our interest.

The locomotive features fine quality, highly detailed moldings; two-turned brass flywheels; blackened metal wheels; Kadee compatible coupler pockets; printed number boards, and directional lighting. Formed wire grab irons are provided for the modeler to attach.

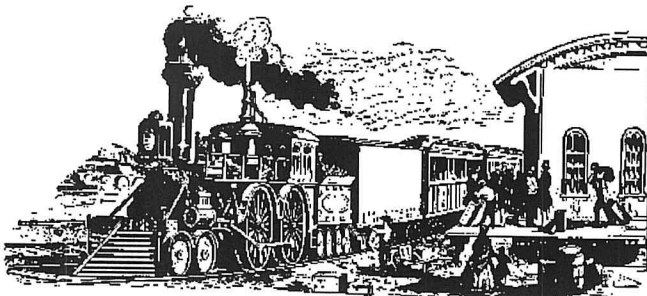
Depending on the roadname and number, the C 30-7 will come equipped with the prototypically appropriate style of truck: either the GSC (as on the U33C/36C) or the Adirondack with outside mounted brake cylinders. There will also be two styles of cabs: 4 window (as on the U33C/36C) or 2 window, used where prototypically appropriate. There will be three road numbers available per roadname; the N&W units will come in two different paint schemes.

This large locomotive weighs 20 ounces, and is recommended for use on a 22" minimum radius, with a MSRP of \$94.95. There will be two undecorated units (2 and 4 windows).

The roadnames will be **Santa Fe** (8015, 8033 and 8076); **Burlington Northern** (5028, 5112 and 5509); **Conrail** (6600, 6601 and 6609); **CSX** 7003, 7017 and 7057); **N&W** (8010 in maroon, 8025 and 8072 in black); **Union Pacific** (2501, 2515 and 2530).

A few photos of these units are now on our web site. <http://www.atlasrr.com> -

Joy, Atlas Model Railroad Co.



UP Trip Out of ST. Louis

The St. Louis Chapter is making plans to run a UP excursion trip this fall from St. Louis to Pekin Junctions, just south of Peoria. The UP has agreed to the trip to be run on October 19 and 20, 1996 on the former Chicago and North Western. The train will stop outside of Springfield and drop off passengers to visit the historic sights of the city and Sangamon County. They will add additional passengers for the trip to Pekin Junction and return. Motive power has not been announced yet but the UP has indicated that steam will operate into Chicago from Clinton, Iowa this summer. Hopefully, steam will operate on this segment.

This line hasn't seen passenger service for many years. It will be a great trip for the mileage freaks and the chance to ride a new route. Also, speed is limited to 40 and 50 mph on much of the trackage and there are many good photo locations. We will keep you posted on the event.

Conrail

New Detroit Double-Stack Service to N.Y.-N.J. Port Reach

Lillian Borrone, Director-Port Commerce Department for the Port Authority of New York and New Jersey, said: "The added double-stack service bolsters ExpressRail's position as the leading hub for North Atlantic container shipments to and from the Northeast, Midwest, Montreal and Toronto. With

Conrail's extensive double-stack network and our recently expanded state-of-the-art facility, ExpressRail offers the most attractive combination of dockside and inland services for any Atlantic shipper who wants to reach the major markets of the Midwest, eastern Canada, and New England."

Adam Bridges, Conrail's Director-International Intermodal Marketing, said: "ExpressRail enables ocean carriers and their customers to take advantage of our efficient and extensive double-stack network. Together, ExpressRail and Conrail--with more intermodal service than any other railroad in the nation's most concentrated consumer and producer markets--set a standard that's hard to match."

The \$19.6 million ExpressRail expansion included four new loading tracks with capacity to handle a total of 20 double-stack cars, dedicated container handling equipment, state-of-the-art EDI capability. The 32-acre permanent facility, four times the size of the temporary one it replaced, is operated by Maher Terminals on behalf of the Port Authority.

The new five-day-a-week Detroit service is especially attractive to exporters of automotive parts and related equipment in containers, and

one domestic manufacturer has already started using the service, which provides second morning arrival at ExpressRail. The Detroit service takes advantage of Conrail's successful Multi-Level Network of trains, created in late 1992 to provide reliable, speedy and damage-free transportation of new vehicles from assembly plants and import centers to dealer distribution facilities.

In addition to the new Detroit service, Conrail offers second day double-stack service between



ExpressRail and other Midwest centers, including Chicago, Cleveland, Columbus, Indianapolis, and St. Louis, as well as to New England, and, in cooperation with CP Rail, to Montreal. The joint service also links ExpressRail and Toronto. Conrail also offers its own direct service to and from Kansas City.

Beyond additional train service and improved schedules, Conrail said other intermodal improvements compliment ExpressRail service. "One example of this is our use of 'live lifts' at Conrail's 47th Street terminal in Chicago," said Bridges. "By moving containers directly between chassis and railcars through 'live lifts,' we help our customers manage and reduce their total logistics costs by minimizing their investments in chassis."

Via <http://www.conrail.com>

FNM Bidding Information Slated for April Release

In early April the National Railway of Mexico (FNM) planned to release information on the "actual sequence" of the bidding process relating to the government privatization of the railroad.

Bidding will take place in stages for operating concessions of a maximum 50 years related to three major segments of FNM, plus smaller segments and numerous short lines.

Several major international groups comprising Mexican and foreign partners have already registered to bid, and more are expected once the segment-by-segment bidding sequence is established, said CS First Boston (the company that is assisting with the privatization). Already identified as likely bidders are Union Pacific, and Southern Pacific, whose operating relationships with FNM through connections along the U.S./Mexico border date back many

years. Burlington Northern Santa Fe is also likely to enter the bidding on the basis of the former Santa Fe's longstanding relationship with FNM through El Paso/Juarez.



Smaller carriers such as Kansas City Southern and South Orient are also known to be interested, the former through a relationship with Transportacion Maritima Mexicana, a major shipping company. KCS and TMM are joint owners of the Texas Mexican Railway Co., which connects with FNM. For its part, South Orient has its own connection with FNM at their Presidio/Ojinaga border junction.

The Mexican government has limited foreign investment in any concessioned FNM segment to 49 percent. Thus, all U.S. carriers must find Mexican joint venture partners such as TMM. UP is already working with Empresas ICA, a major construction company.

Via *Progressive Railroading*, March 1996

Ed: Our company has a PR person that is a former C&NW Chief Engineer. He has been involved in the privatization of the FNM since last summer. He, and other railroaders, have been advising the Mexican government on the makeup of the rail line for bidding. He said it has been a real challenge, especially the language barrier.

At the present time trains under 45 cars have 6 crew members. Then for every 15 cars they add they add another crew member. They use two cabooses in some cases just to carry the crew. In the MofW department there are 5-7 times the number of people needed to do the task. All in all there are about 20 times as many workers on the FNM per mile as there is on US railroads. He said

whoever bids will be in for a rough road. The government wants the change but the rail unions are not really in favor of it. To help the transition the government said they will "take care of all displaced workers".

BNSF to Shed 4,000 Miles of Line

On a pro forma basis, excluding unusual items, Burlington Northern Santa Fe had a net income of \$759 million last year, compared with \$504 million in 1994.

The unusual item was a previously announced fourth quarter charge of \$587 million (\$363 million net of tax for merger severance and asset disposition costs). After all the adjustments, BNSF would up with a net income of \$92 million for the year. Its operation ration dropped substantially from 84.5 in 1994 to 80.7 in 1995.

The special charge covered elimination of more than 1,000 salaried positions, elimination of more than 1,600 contract positions, planned disposition of more than 4,000 miles of branch lines, and disposition of excess office space and other facilities and operation not specified. Most of the management positions targeted have already been eliminated; the reductions in the union work force will take place over the next several years.

Conrail's Birthday

Conrail celebrated its 20th birthday on April 1. At that time the railroad had some 23,000 employees, down from more than 100,000 in 1976. At the same time the railroad announced that it was seeking to move 900 non-contract employees into the retired list of personnel. They hope to get 379 employees

who will reach age 55 to take the money and run. A voluntary separation for others who have been with the company 15 years will also be offered. About 1,650 of those eligible work at the 20th and Market headquarters in Philadelphia. Conrail has stated it reserves the right to deny separation to employees in certain critical areas and limit the departures to 900.

In 1928 the Pennsylvania Railroad listed 13 vice presidents when the company employed more than 200,000 people. Today Conrail has 19 senior vice presidents.

Via Philadelphia Chapter - Cinders

In conversation with Conrail engineers (civil type) they feel many will take the offer and run. The engineering staff is already overworked and with the departure of fellow employees they see their jobs worse than now exists. Even though the railroad does not want to go outside for help it seems likely that they will get the work done. By the end of April they expect to know how many will leave this year and how the positions will change.

The new SD80MAC's are roaming the system. During a recent working visit to Cleveland your editor had the chance to work beside the Conrail mainline just west of the downtown area. The RTA is replacing their double track bridge over Madison Street, just east of 117th Street. Almost all work is at night as they are drilling caissons for a temporary bridge support. Our work hours were from 10 PM to 4 AM, so photos were out. Sunday and Monday nights the traffic is slow so train movements were at a minimum. However, there were about 10 during the working hours each night. But the "never fails" time did occur. I had to make calls to the dispatcher and while looking out the construction trailer window I saw two of the MAC's go by in a consist of 10 units. When I was track side none showed up, of course.

NS, UP and CNW power showed up on several trains. The rest was the normal mixture of power for that Conrail line. No numbers were recorded due to darkness and speed of trains. The eastbound Amtrak came by about 2:30 AM at about 60 mph. We had to clear the north track about 30 minutes before the train came. Working only 15 feet away from a train passing at that speed is quite a thrill.

NS to Buy part of Conrail's Danville Cluster?

Last month we heard the rumor that Norfolk Southern had purchased part of the Conrail Danville to Peoria, ex-P&E, line. The purchase has not gone through yet, but should within the next month. NS is buying the line from the east side of Urbana to Peoria. The Bloomington to Peoria segment is gone with Conrail now on NS by trackage rights. They will be buying the trackage rights.

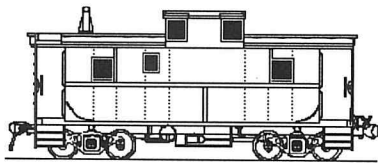
What does NS gain? First, they have a more direct route to Bloomington by getting on the P&E at Mansfield. Second, they protect the traffic from the Mitsubishi plant on the northwest side of Bloomington. Conrail maintained the track south of the plant, just in case, but it has not been used. Conrail used to haul some autoracks out of Bloomington but could never compete with NS due to slow trackage to Danville and Terre Haute. Third, NS will gain access to the Anderson elevator located west of Champaign. Years ago, the N&W rebuilt the Champaign branch from Sidney just for the grain business. However, they did not have the southern connection the IC had and the line dried up. Now NS has a southern connection of their own and can route some of the business

that way. Also, they gain access to the elevators at Farmer City. Fourth, NS can give up their trackage rights over the IC from Tolono to Champaign just to get to the Solo Cup plant in east Urbana. At the same time they gain access to the asphalt plant in east Urbana as they generate the cars (Wood River area) that Conrail spots at the plant. Last, NS will keep the UP, IC or CSXT out of Bloomington and Andersons, should those railroads desire to purchase part of the line.

What will happen to the Urbana to Danville segment and the rest of the remainder of the "Danville Cluster" to Terre Haute? Conrail wants to sell the line, probably to a short line. NS is looking at the line as purchase to set up one of their Thoroughbred programs. This might come later in the year if both railroads can come to terms. The Danville to Urbana segment will probably be abandoned as there is almost no business on the line.

For those of you that have been by Hillary Yard you have noticed how bare it is. Since GM shut down the yard is about 25% full. Many days, when the west train is out, only about 30 cars are in the yard. All of the ore jennies are still there from the "hockey puck" steel hauling days from Mervis Industries. That business is also gone with final shutdown to come within the next month. A shortline would do well with NS and CSXT feeding the cars at Danville Junction. There is still local business left in the Danville area.

We will keep you posted. Looks like a part of the former Peoria and Eastern will survive. We hope the former NYC portion will survive also. Maybe the shortline could be called the Danville and Western (a local modelers name) or use the Danville and Paris Railroad of years long ago.



Wheel Report

OPERATION LIFESAVER - Operation Lifesaver of Illinois has once again produced a license plate for March 15 to May 15, 1996. This year the colors are changed and the logo has a few words added. Four chapter members sport the plate on their vehicle. Doug Nipper (31), Allen Cooke (32), Tom Holmberg (33) and Rick Schroeder (42). The organization will probably produce the plate again in 1997 and we will see if others are interested.

Speaking of O/L, this summer the NRHS will help at the Illinois State Fair manning the O/L booth. Each year the railroads pick a day and staff the display. As the number of railroads dwindles the need for volunteers becomes greater. At the meeting of the chapters from the region held last year onboard the UP trip to Clinton, Iowa, we discussed helping the state O/L in manning the booth. Rick Schroeder and Bill Standard (C&IM Chapter) have presented the idea to the state O/L. On Saturday, August 10, the NRHS will staff the booth at the state fair. Each chapter in the region will be contacted to assist in staffing the booth.

This years others sponsors will be the SP on August 9, BNSF on the 12 and 13, Board of Education on the 14th and the IC on the 17th.

TOWERS A recent trip to Chicago area it was noted that Pence tower at Momence is not accessible to vandals. For almost a year the tower stood untouched. However, now the windows are broken out and the door has been ripped off the hinges. Your editor did not visit the inside of the tower due to time, but

it would be interesting to see how much is still there.

Another tower is still in use. The GTW/EJ&E crossing in Griffith, Indiana still has an operator. North of the tower the local historical society has restored the former GTW station and placed a donated EJ&E caboose next to it. The former C&O/Eire track is now an industrial track to the northwest. Southeast the former tracks are gone, only the interchange tracks remain in the street. The area west of the crossing has been cleared and there are several commercial businesses in the point of the wedge. A large parking area is behind one of the buildings and offers a great view of the intersection from the west. The day your editor visited the site the lack of trains (did catch one EJ&E) and snow made for a boring two hours.

RED BARN CURVE For you C&E fans - the barn on "Red Barn Curve" just north of Momence is falling down. It is no longer very red, now a faded red and dark wood. This curve and barn was famous in many of the C&E publicity photographs many years ago. Shots of morning trains on the UP/CSX joint track would be great before the barn comes down. To get to the barn you have to travel down a private lane. Not recommended without permission.

UNION PACIFIC is taking delivery on the new AC4400 CW's 6738-6837 from General Electric. The delivery began in mid-March and will continue to around the end of June. They are being moved west on the former CNW and will be kept in the coal fields.

CP RAIL - Effective March 1, CP Rail discontinued handling domestic intermodal shipments, resulting in the discontinuance of CP Rail 261/262 between Ayer, Ma, Albany, NY and Bensenville Yard in Chicago. The CP had been moving about 85 loads each way per day. The service was

third morning delivery putting it at a disadvantage to Conrail's generally second morning service in the same corridor.

As a result of CP Rail's cutback in intermodal operations, NS has instituted a new intermodal train between Lander yard in Chicago and North Bergen, NJ as of March 1. The train operates via New York, Susquehanna and Western tracks to reach New Jersey via Conrail trackage rights. The new trains are in addition to CSXT Intermodal trains, which operate between Chicago and Little Ferry (Narragansett Newsletter and Green Block via Lake Shore Timetable)

NYSW on NS - On March 31, NS train #182 had one of the new wide-cabs on the point, #8954 was leading NYSW SD-70 #4052 and 50 cars. Of course, it was pouring down rain. Never fails when there is something good.

FRISCO 1352 - The movement of ex-Frisco 1352 to Taylorville, Illinois was delayed again until a planned April 12, 1996. The move will be, or was, made via the Gateway Western to Springfield and then via the Illinois Midland to Taylorville. The locomotive will be housed in the former C&IM engine house located just south of the Norfolk Southern depot.

NS Trackage Rights

This summer construction will begin on the "wye" connections between NS and the UP (ex-CNW) north of Worden, Illinois and BNSF and NS at Litchfield and Sorento, Illinois. This will be the route for coal trains from the Monterey Mine. At the same time NS will gain trackage rights on BNSF from Jacksonville to Centralia, Illinois. This route will be 112 miles in length and give NS a possible route around St. Louis.

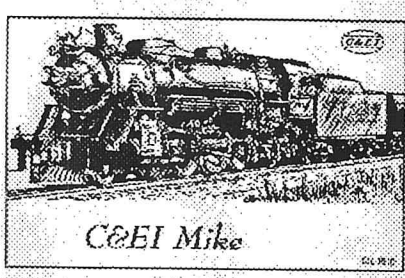
This plan has been in the works for several years. Once the move is complete the UP will abandon their line from north of Worden to Mitchell. NS will abandon their line from Mitchell to Sorento. The major industry left hanging is the passenger car rebuilding facility located in the former Litchfield and Madison shop building and the brick yard located about 3 blocks east. Both rely on rail transportation to stay in business.

Costner's' New Railroad

At the Lake Shore Railway Historical Society 1995 Annual Awards Banquet, Northwest Engineering's Gary Landrio described and illustrated their design for a 12.7-mile rail link between the historic mining town of Deadwood and Dunbar, South Dakota where actor and director Kevin Costner and his brother are building a \$100 million golf and conference center in the Black Hills.

The first 9.5 miles will be built on an abandoned Chicago and North Western right-of-way, while the remainder will be on new alignment. A one-mile spur will be built to the Rapid City Regional Airport. Included in the project is a new computer-designed 960 foot timber trestle which is believed to be the first such structure of this magnitude constructed in the last fifty years. The trestle will rise 125 feet above the canyon floor. A second trestle built of structural steel will span 800 feet at a height of 140 feet.

Via Lake Shore Timetable



First Double-Stack Service To Port of Philadelphia Begins

PHILADELPHIA, April 3, 1996 — Conrail initiated double-stack rail freight service to Philadelphia today with the arrival of train TV-20 at the AmeriPort facility operated by the Ports of Philadelphia and Camden. With the new service, Philadelphia becomes one of only two Northeastern ports with the ability to handle full high-cubic capacity double-stack trains.

The train originates in Harrisburg, where it receives double-stack containers transferred from other trains serving Chicago, St. Louis, Kansas City and other Midwestern and Western points. Conrail's double-stack service features second-morning availability on shipments originating in Chicago. As an example, containers received at Conrail's Chicago intermodal terminal by 5:30 p.m. Monday are available at Ameriport at 5:30 a.m. Wednesday. Westbound shipments delivered to Ameriport by 7:30 p.m. Monday are available at Chicago by 11:30 a.m. Wednesday. The service is offered seven days a week eastbound, and Monday through Friday westbound from Philadelphia.

The service to and from Ameriport takes advantage of the three-year project between the Commonwealth of Pennsylvania and Conrail to improve the state's main rail freight network to accommodate double-stack intermodal trains. The project was the largest engineering initiative in Conrail's history, with the railroad funding more than \$64 million of the \$97 million cost. Conrail and the Commonwealth made the substantial financial commitment to the project so the state can realize the benefits of being part of the coast-to-coast double-stack rail network. By moving stacked containers, shippers are able to take advantage of the transportation economics of double-stacking. The availability of double-stack service helps the Commonwealth and the region be in a better position to attract and support new business development.

Via - <http://www.conrail.com/>

Traffic Patterns Changing

With the advent of the Burlington Northern and Santa Fe merger, traffic patterns on the adjoining railroads has been changing. Recently BNSF began sending more freight through the Peoria gateway to Norfolk Southern. The increase in business has added a train to the Bement/Gibson City/Peoria line.

NS has been adding the business to trains #182/183 with #183 setting out power at Bement for the train. The crews are taxied to Bement where they meet the inbound train from Bellevue. Power is cutoff and added to the cars already spotted plus those on #183. They make up

the train and leave for Peoria. At the same time some through business has showed and the train runs straight from Peoria to Bement, changes crews and continues east.

Just think, they could have left the NKP line and gone straight to Lafayette. So much for progress.

Conrail has gained access to Kansas City. The business is container and trailer business that comes off the Indianapolis - St. Louis line and is delivered to the Gateway Western. The GWWR handles the business in their trains SLKC/KCSL or, if there is enough business, handles it as a separate train. The dedicated trains take 12 hours to cross Missouri with destination a dedicated terminal in Kansas City.

THE C&EI RAILROAD HISTORICAL SOCIETY



1996 ANNUAL MEETING

AT THE
RESTORED DEPOT OF THE C&EI R.R.
AT WATSEKA, ILLINOIS

THE DEPOT HAS BEEN MOVED TO A LOCATION
ABOUT 400 FEET EAST OF FORMER LOCATION
IT HAS BEEN REDECORATED AND THE MUSEUM
IS STARTING TO TAKE SHAPE - COME SEE IT!

SATURDAY APRIL 27, 1996

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

**WE ENCOURAGE MEMBERS TO BRING ITEMS TO SELL
BUT PLEASE LET BOB MCQUOWN KNOW IF YOU WANT A TABLE**

10:00 AM Until 4:00 PM SWAP MEET

LUNCH AT RESTUARANT OF YOUR CHOICE

1:00 PM TO 3:00 PM CHUCK KRATZ WILL GIVE A WALKING
AND DRIVING TOUR OF INTERESTING RAILROAD SITES IN AREA

5:00 PM Until 6:30 PM RESTUARANT OF YOUR CHOICE

6:30 PM Until 7:30 PM BUSINESS MEETINGS

PRESIDENT AND TREASURER UP FOR ELECTION

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

LIMITED NUMBER OF TABLES AVAILABLE - CALL EARLY

(217) 759-7747

EVERYONE WELCOME TO VISIT