

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.

OFFICERS FOR 1994

Our 26th Year

PRESIDENT: Larry Prosser
SECRETARY: Doug Nipper
NATIONAL DIRECTOR: R. M. Schroeder
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PROGRAM CHAIRMAN: William Darner
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Cooke Business Forms, Inc.
John Cooke Sr., Honorary Member

MEMBER: Illinois State Historical Society
Illinois Association of Museums

Volume 26

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COMING EVENTS

January 19, 1995

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

December 11, 1994

Wheaton, Great Midwest Train Show, DuPage Co. Fairgrounds 11-5

March 25 & 26, 1995

Annual Model Railroad Show, Lincoln Square Mall, Urbana, IL.

June 27 to July 2, 1995

60th Anniversary NRHS convention, Lancaster, PA.

NEXT MEETING

The next meeting will be held on Thursday, January 19, 1995, at the Palmer Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM.

Remember, there is not a meeting in December. Join us again next year for more railroading in Central Illinois..



The officers of the Danville Junction Chapter wish you a very Merry Christmas and a Happy New Year.



MEETING MINUTES - OCTOBER 20, 1994

PALMER BANK

Meeting opened at 7:31 P.M. President Larry Prosser presiding.

Secretary's report read and approved. Treasurer's report read and approved.

OLD BUSINESS

Thank you letters have not yet been sent to Rossville Progressive Merchant's Association for the \$50 donation or the Village of Rossville for the sign. Need to find out if Bob Gallippi has turned in the bill for the sign yet... Banquet is on for December 4th, 1-5 P.M.... Model Railroad Show Committee meeting was held prior to this meeting; flyers are now being distributed. Four free passes to the show were given to the man who prints those flyers for us. We have to be mindful of security at this new location. At this point, it looks like 55-60 tables will be in use... Nominating Committee Chairman Dave Sherrill gave an advance report that all incumbent officers have agreed to serve for another year.

NEW BUSINESS

Per Rick Schroeder, Operation Lifesaver in Illinois reports that there were no moving vehicle fatalities at grade crossings through September, but there was one pedestrian death. Through July, 189 grade crossing accidents have been reported, and this rate is going up again. Next March, O.L. will issue a special Illinois license plate, and Rick may be able to secure some for Chapter members.

GOOD OF THE ORDER

Cutover to new track in Springfield is still on for October 30th... NS inspection train ran on Conrail from Danville to Bloomington. Allen Cooke reports that it got on CR trackage at Mansfield... Private car convention in St. Louis this week, watch for

cars moving back through the area... Member Jess Bennett has prepared a short history of the KBSR which also covers its operations and equipment. Price for the book is \$7.00 Contact Jess at 217-748-6615 if interested.

Meeting adjourned at 8:06 P.M. Slide program shown by Rick Schroeder.

MEETING MINUTES - NOVEMBER 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 and approved.

OLD BUSINESS

Elections were held. All incumbent officers were re-nominated. They are: President- Larry Prosser; Vice President- Dave Sherrill; Secretary- Doug Nipper; Treasurer- Allen Cooke and National Director- Rick Schroeder. After calling for nominations from the floor for each office and receiving none, the slate was accepted by a vote of acclamation... Model Railroad Show is in two days. Can get into the building at 6:30 P.M. Friday to set up and again at 6:30 A.M. Saturday. Logistics for running the show were discussed. Will use the clock tower door for the public entrance; south doors for loading/unloading. As a result of show publicity, John High was contacted by Ora Vacketta of Westville who has railroadians for sale. Bob McQuown will respond... Christmas Dinner is in two weeks on December 4th at Pizza Inn in Danville, 1-5 P.M... Allen talked to Bob Gallippi; the bill for the new museum sign on Route One has been turned in to the Village of Rossville. Thank you letters have been written for this and the Progressive Merchants

Association donation, both will be delivered by Jess Bennett in the next few days.

NEW BUSINESS

None.

GOOD OF THE ORDER

Mary Block, widow of late founding member Bob Block, was recently injured in an auto accident. We wish her well... As reported in the *FLYER*, there will be no more steam trips passing through Danville, as NS is shutting down their steam program entirely at the end of this season. Bill Darner was wearing a black armband to mark this occasion. There are lots of reasons for this action: The Americans with Disabilities Act was about to render the passenger equipment unfit, not to mention that some of it was damaged beyond repair in a recent accident at Lynchburg, VA. Couple this with the fact that it's just plain expensive to run the program and NS has an ever-increasing traffic load on its' mainlines. We should be grateful it lasted this long... Rick reports that several meets have taken place on the new "triple track" at Springfield... The model crew reports that changes are taking place at Stanleyville Yard on the layout at Rossville. Be there on weekends to help.

Meeting adjourned at 8:09 P.M. Video program shown by Bill Darner, to be continued at next meeting.

CSX POLICE CLOSE BLUE ISLAND CROSSING

CSX has posted "No Trespassing" signs at Blue Island Crossing and have chased fans from the parking lot just east of the crossing. Ac-


MERRY
CHRISTMAS!

ording to those chased out, the CSX Police told them that they have been told to crack down on trespassers, especially railfans. The parking area is really "no mans land" according to a Blue Island Police officer that was flagged down shortly after the CSX Police had left. It seems like it would be a good idea to keep off CSX's property in the Chicagoland area in the future. However, Blue Island Crossing, with the street running right through the middle of the crossing, seems like it would be hard to "close" completely to the railfanning public.

Via Railfan Rambles

1995 DUES ARE DUE!

Last month the renewal notice was mailed with the FLYER. If you did not receive a notice be sure to contact the treasurer.

Another year is upon us and we look forward to having you onboard for 1995. As the post office says, "Mail Early" and get your renewal off your desk.

Send your dues renewal to Allen Cooke and remain a member of the Chapter and the Museum for 1995. Also note the space for donations. Should you desire to donate to the Chapter just add an amount to your check and notify Allen. While mailing your dues why don't you note some rail happenings around your area.

AMTRAK

Amtrak continues down its melancholy path towards the new age of "Downs-sizing." By November 15, management employees had to make a decision on voluntary separation, but reports suggest that not enough employees have volunteered

to avoid some involuntary actions. Rumors suggest that non-management employees, perhaps a few thousand, will be next. Layoffs will come first, then route reductions, so that "job protection" linked to route elimination won't be a factor (my guess). Other word (the "they say" department) has various trains under consideration for elimination, but nothing definite has been announced and hazarding guesses at this point won't help. But, check your mileage map soon, and get in those routes you don't have.

Painful as the current situation is, it has been made somewhat worse by prior management's decision to keep the full system in operation during a period of declining government support. Now, the Clinton Administration has not fully delivered on campaign promises, so a price must be paid.



But, there are some good things to report. The

Northeast Corridor headquarters flag now flies at 30th Street Station and CEO George Warrington is at the helm of this business unit. And, the new Corridor schedule provides more reserved seats and faster running times on trains east of New York City. Florida service has been improved, too -- use it while you can.

Former Penn Station (New York) towers were cut over to the New York Control Center on the weekend of September 30-October 2, and apparently came off without serious incident. Eventually, this center will control everything between Morrisville (PA) and New Rochelle (NY). It's a joint Amtrak-Long Island operation, and the first six months will see Amtrak dispatchers and Long Island console operators. The railroad operationally calls the facility Penn Station Central Control.

The newly-equipped *Capitol Limited* brought Superliner service to the East, effective October 30. Each consist includes a transition car, three coaches, a diner, lounge and two sleepers. This train would become the train to use from Philadelphia to Chicago if the *Broadway Limited* were to be a candidate for discontinuance, as has been previously rumored.

Five more new Superliner II cars were delivered on October 3 and October 7, consisting of sleepers 32100-32101, lounges 33026-33027 and diner 38058. This makes 67 cars down and 128 to go. Next train to be converted will be the AutoTrain, early in 1995, which will receive five standard sleepers in each set (with possible new diners and lounges for the sleeper section being delivered by then, too). The coach section will continue with Amfleet II until early 1996. The six deluxe sleepers for Auto Train are expected in the spring of 1995 as well. As information for local Amtrak watchers, Superliner II sleeper 32076-Delaware was delivered on December 12, 1993 and 32098-New Jersey was received on August 23, 1994.

Via Cinders

CHAMPAIGN REPORT

This month's look at Champaign will focus on Illinois Central's rapidly expanding intermodal fleet. As many of you have read in the Flyer Southern Pacific and IC signed a haulage agreement earlier this year that would place all of SP's Chicago-bound trailers and containers from Texas, Arkansas, Louisiana and Mexico onto the IC north of Memphis and St. Louis. In addition, IC last year signed agreements with several trucking firms in the Chicago N'awlins market for long distance hauling of their trailers. The result has been an overnight explosion of intermodal traffic on the Mainline of

Mid-America. IC reported in their third quarter that intermodal traffic was up a whopping 61% over previous levels, and standing at trackside will confirm this. Trains I05/I06 have been added between Venice and Chicago and several times second sections of I01/2/3/4 have been run as well. Heavier traffic seems to prevail towards the end of the week with Sundays having a large amount of empty equipment moving north. A typical day at Champaign will have I02 and I04 north shortly before dawn with I03 south shortly afterwards. I06 will be north around noon with I05 south around 4 in the morning. I01 usually runs in front of the southbound City of N'awlins around 9PM. The added traffic has put a strain on the semi-dedicated fleet of rebuilt GP40s (3100 series) to the point that GP10s, GP11s, SD20s, and GP38s can be found helping out on the headend. Several of the Helms ex-GM&O GP38s that the IC turned over just a few months ago have been seen on the intermodals. I01/2/5/6 are carded for 2 hours 55 minutes between Markham and Champaign, with I03/4 given a little more time in order to drop/pickup traffic off of the TP&W at Gilman. Block-swapping occurs at DuQuoin between all 6 trains.

The NORX coal trains to the powerplant on Conrail at Wheatfield, IN are running with CR power now. As an example on November 14 the crew on a loaded northbound were treated to the comfort cab of Conrail Quality C40-8W #6236 along with C39-8 #6002. Usually IC and CR power alternate on these trains on roughly a 2/3 IC to 1/3 CR basis, so the CR units will probably disappear in about a month. Also on October 6 SP SD40r #8637 (speed letter) and DRGW SD40T-2 #5385 were sent north from Newton to Champaign to pull empty hoppers south.

Part via Pacific Rail News. September 1994

Bruce Bird

COURT POSTPONES SHERIFF'S AUCTION OF INDIANA RAIL LINE

An Indiana court has delayed the sheriff's auction of an 11.2 mile rail line while negotiations continue for the sale or lease of the track to another operator. Poseyville & Owensville Railroad Co. was scheduled to go on the action block mid-September, but the Gibson Superior Court delayed the sale until November 14.

Using a onetime CSX Transportation Inc. branch line in the southwestern corner of the state, Poseyville was created in the late 1980's as a wholly owned subsidiary of Merchants Grain Co. of St. Louis. Merchants had grain elevators throughout Missouri, Indiana and Illinois, including one at Cynthiana, Indiana, on the Poseyville.

Although it has ICC certification as a common carrier, Poseyville is a railroad in name only. It owned no rail equipment and operated no trains. It contracted with Sangamore National, then known as Indiana Hi-Rail Corp. (IHR), a 326 mile regional rail system in Indiana and Illinois, to provide service to two grain elevators on the line.

The original contract called for IHR to pay a per car fee for hauling empties to the elevators and loads down to its line at Poseyville, the only outlet for the Poseyville line.

Merchants Grain Co. had borrowed heavily from Homeowners Financial Services Inc. an Ohio bank, using the 11.2 mile right of way as collateral. When the grain company filed for bankruptcy in 1991, Homeowners Financial moved to foreclose on the Poseyville property.

"There's an empty plate for the creditor," said Robert Musgrave, a court-appointed receiver for the railroad's property. The rail property has an estimated value of about \$200,000, while the debt is nearly \$5 million, he said.

Douglas Patterson, an Evansville, Indiana, attorney representing the bank, said the sheriff's auction was delayed because negotiations are under way with another short-line operator to take over the line.

Mr. Patterson declined to identify the other carrier, but documents filed at the Interstate Commerce Commission show that Florida West Coast Railroad Inc., part of the Clyde Forbes network of regional carriers, has sought a directed service order to provide service over the P&O.

During the bankruptcy proceedings, the Poseyville "kind of vanished," Mr. Musgrave said. IHR stopped making payments, and when he tried to force it off the Poseyville property, IHR asserted that the Interstate Commerce Act supersedes state property law.

R. Powell Felix, president of Sangamore National, said payments had been halted because the original contract had been terminated and renegotiated with the former officers of Poseyville. Poseyville owes his company money, he said.

The Florida West Coast petition for a directed service order includes a request to operate over Sangamore National's line between Evansville and Newton, Illinois. An attorney for Florida West Coast declined to comment on any negotiations to acquire the line, but confirmed that his client had filed for an ICC order to provide service over the line.

"We're not going to be confiscated, and we're not going to let the ICC be the vehicle of confiscation," Mr. Felix said. "I don't think that's the ICC's intent, either."

Via CBOT Transportation Newsletter

TRAFFIC RISES ACROSS THE BOARD FOR RAILS

Railroad carload traffic increased 7.6% in September and 9.9% in the third quarter, compared with 1993 when severe flooding in much of the Midwest held traffic down.

"Rail traffic is telling us that the economy is still in the boom cycle and there are no indications that things are heading down," said Drew Robertson, president of Atlantic Systems, Inc., a New York consulting firm that provides data for The Journal of Commerce rail freight review.

"This is one of those times when the railroads are hitting on all cylinders at the same time. Seasonal, cyclical and intermodal are all up," he said.

CSX Transportation hit double digits with a 12.4% carload traffic increase in September.



"We broke every record in the book except coal and coal wasn't bad," said

A d e n
A d a m s ,
C S X T
v i c e p r e s i -
d e n t , m e r -

chandise sales and marketing. "Across the board in metals, forest products and chemicals we had a wonderful month. You have to go back to 1981 to find traffic levels that approach this, and then it was totally driven by one commodity, export coal, when you had ships lined up."

Norfolk Southern Corp. also had a strong third quarter and month of September.

"We did very, very well. Agriculture, metals and construction, all showed above average growth for the month and the quarter," said D. Henry Watts, executive vice president of marketing.

Chicago & North Western Transportation Co. had a 13.2% carload gain in the quarter, trailing only Burlington Northern, which had a 13.9% increase. Both railroads are carrying record amounts of utility coal from the Powder River Basin of Wyoming.

"Grain traffic was up as corn picked up in the third quarter, reflecting increasing demand at the processors in anticipation of this big harvest," said James Foote, vice president of corporate communications. "A lot of grain started to move out of the elevators and we even saw a little bit move over to the river for export."

Intermodal, which was 14.1% in September, was the biggest driver at Consolidated Rail Corp., said Howard Keen, chief economist.

"Intermodal is a continuing reflection of strong consumer spending. Traffic continues to come from the highway, partly driven by the driver shortage," he said.

Automotive traffic led the increase in carload traffic at Conrail, with a 10.5% gain compared with industry growth of 7.2%, he pointed out.

Burlington Northern reported a 13% increase in grain traffic, paced by very strong barley and wheat shipments.

"There was increased export demand for quality wheat and strong malting barley markets in the Midwest and barley feed demand in California," said Richard Russack, vice president of communications.

Alleviation of severe line congestion in the Wyoming coal fields allowed BN to handle 8% more coal in September.

Intermodal was up 13%, as BN was able to put more equipment into core lanes because of its withdrawal earlier this year from Texas markets, Mr. Russack said.

Via CBOT Transportation Newsletter

DEATH OF A STEAM PROGRAM

As noted last month, the Norfolk Southern steam program has been discontinued for 1995. This is certainly a disappointing time for all steam buffs and a money raising loss for many NRHS chapters east of the Mississippi.

A group has formed the Save Our Steamtrain organization to begin a letter writing campaign to try to convince NS to change their minds. Fans are asked to write letters to NS giving the good points of the program and being polite in asking for the board to reconsider their decision. If you decide to write to NS be sure your letter is positive.

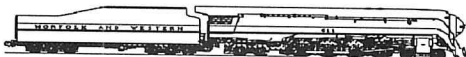
The decision was business related. Recent events caused a discontinuance of a program that would probably stopped in the next year or two. First, on September 29th a freight train setting out autorack cars at Lynchburg, Va shoved a cut of cars on top of the excursion cars at 22 mph. Nine of the nineteen cars were derailed with Roanoke Chapter #1829 and NS #536 being destroyed. Cars #540, 841, 206 and 29 received heavy damage. All of the equipment had been rebuilt two years ago and the cost of repairs now would put a dent in the budget.

Secondly, #611 was due to have new flues this year and #1218 was in the shop in parts and pieces with plans canceled to rebuild the locomotive due to cost. Third, business

on NS has picked up at such a pace that it is difficult to run excursion trains. We found that to be true at Atlanta going to Lula and the Chicago Chapter has had trips with no runbys to Ft. Wayne due to traffic. Fourth, insurance costs keep going up and this has added to the ticket price which is keeping people from riding. Fifth, the advent of the new ADA law would require some equipment to be modified for handicapped accessibility, a cost that the UP puts at \$500,000 per car. Sixth, with more supervisory people gone from the railroad it is more difficult to find people to take their weekends and run the excursions. Many that I know hate it when the specials come through. And seventh, Mr. Goode is not the railfan that previous CEO's of NS were.

We all had to see the program end. Our chapter did not participate in trips as the larger chapters do, but the few years that we did help sell tickets we made several hundreds of dollars. Remember, the year of the strike #611 spent two weeks in Danville. I'm glad that Randy and I attended the convention in Atlanta this year. If NS had announced this earlier the convention would have been a sell out as would the trips up to the end. But of course, equipment would have been lacking.

Will NS run excursions with other equipment? This answer has not crossed the editors desk yet. With a few steam locomotives around, such as #1522, the motive power from Ft. Wayne and the recent running of the Milwaukee #261, maybe NS will allow steam on the lines providing the location is right, the equipment meets their standards and the group is experienced in operating. After all, the equipment will apparently be put up for sale and chapters like Roanoke will probably get several of the cars. We will see what 1995 brings.



NORFOLK SOUTHERN INTERMODAL

Norfolk Southern and the Kansas City Southern have announced that they began a run-through intermodal train between Dallas and Atlanta on November 15. The service is aimed at capturing a share of the growing California to the Southeast intermodal market. The only single-carrier service between Southern California and the Southeast now is operated by the Santa Fe through a connection with the BN.

Presently a joint NS - SP service between Dallas and Atlanta takes 40 hours with an interline connection at Memphis. The new route with the KCS will be 120 miles shorter and save time.

The new intermodal trains #207/208, operating between Kansas City and Columbus, Ohio, have been growing in length. This service began shortly after the new intermodal yard at Kansas City was opened. The first few trains were only 3 to 4 cars long, now they are in the 20 plus category. The consist is mixed with containers and trailers. Schneider is a big user of the new service.

Service to Louisville is also provided out of Kansas City and Columbus is served with two trains out of Chicago as well as a new train going to Conrail for movement to the northeast. While in Columbus your editor noted train #234 setting out 30 cars in the intermodal yard. This yard is also being expanded on the east end to allow better switching and additional tracks.

With the advent of the FRA allowing Triple Crown to extend train length to 125 trailers the number of trains changed. The Kansas City traffic is now going via St. Louis, however, second sections of several trains have been noted.

RAILROAD RELOCATIONS Lafayette, Indiana

Construction has started on the Ninth Street bridges. However, due to the lack of workers, the contractor has slowed work in this area so that they can concentrate on the depot complex and get it closed in for winter. The fabricator is in the process of preparing the drawings and they should be to our office by Christmas for review. We will be reviewing the bridges for NS and CSX at both Wabash and Ninth Streets. Erection of the steel is scheduled for around March 1 of next year.

The depot complex is moving along with hopes of closing in the building by winter. The area should be ready for use by late summer of 1995.

Springfield, Illinois

On November 23 the new Iles Avenue was opened to traffic. One of the local radio stations was on site to give away a ham to the first car through that was listening to their station. About 30 minutes after the first few cars ventured across the tracks NS ran the local to Jacksonville.

All tracks are up to operating speed with the exception of the SP mainline in the Hazel Dell area. A 25 mph restriction is on the SP due to track surface. Several meets have been made between NS trains with the addition of the new siding.

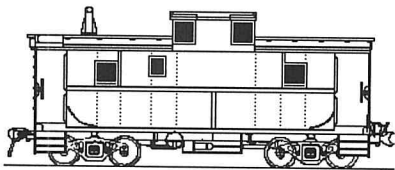
Also, parallel moves between the SP and NS have been made, although not as numerous. The first mistake was made when the dispatcher ran a westbound taconite train to Hazel Dell on the NS siding. He then ran a eastbound merchandise train up the SP main to Iles, thinking the train would clear Hazel Dell and the taconite train could move west. Well, the rear end didn't clear and the only solution was to move the taconite train west

on the NS siding toward West Grand. After clearing the Iles interlocking the eastbound was moved and then the taconite train backed up to clear Hazel Dell and proceed west.

One move found SP pulling up to the signal bridge at Iles on their main and then NS pulling up to the same spot on their main. Both were there for about 15 minutes and then the NS train was moved first. On the 23rd Amtrak #22 came through Hazel Dell on the SP main with NS #416 about 1 minute behind on the NS main.

Remaining work is grading and seeding along with fencing which will take place until freezing weather.

Rick



WHEEL

1995 CONVENTION Issue No. 4 of the *NRHS BULLETIN* included the registration form for the upcoming convention. Though mainline steam is not included this year, there are various trips that are much different than past years. Several museums will be visited along with rides on the shortline Reading and Northern and the SEPTA in Philadelphia. The dates for 1995 are June 27 through July 2. Your editor and Randy Rippey are already planning to attend. Make your vacation plans now to visit the Lancaster, Pa area next year.

NORFOLK SOUTHERN has been the safest railroad for several years now. However, in the category of grade crossings NS leads the way with the most collisions. Reasons are not known, but through September 1994 there were 580 incidents resulting in 163 injuries and 60 fatalities. NS is conducting a campaign

to eliminate 25 percent of the grade crossings on the system. The federal government is working toward the same goal and the new work is crossing consolidation, not closure.

EDITOR'S WORK SCHEDULE Last month your editor gave some "excuses" for publishing the newsletter. Work has slacked some, however, this month Conrail has hired us to furnish an inspector on an RTA project in Cleveland and NS has ask for an inspector on steel replacement at the Sandusky, Ohio coal dumper beginning December 27. The Columbus, Ohio project should be completed by Christmas and Springfield will be winding down around the 15th of the month. Bids were let last week for replacement of the bridge over NS's Calumet Yard in Chicago and will be let next month for the underpass on the bypass of Route 231 around Lafayette. Next spring I will have 4 people assigned to railroad projects including two at Lafayette.

THIEF CAUGHT Last month we reported the theft of several model railroad items from a friend in the Tuscola Area. We have received a report that the thief was caught in another case and the model items recovered from his possession. Some of the items had apparently been sold in the area and word from the case indicated the thief was planning to go to the St. Louis area to unload the rest of the Union Pacific models. Bruce is grateful for what he did recover. A word to the wise, be careful who you invite to your home to view your collection, be in model or railroadians.

MODEL RAILROAD SHOW The recent show, held at the huge Danville High School field house, was a success. Though we did not keep actual attendance about 600 adults and children attended the one day show. After expenses the Chapter cleared about \$1100, the best ever.

A few problems developed as this was the first time at the high school. Friday night presented the problem of not enough tables delivered by the high school and the members having to cart tables from the cafeteria. They were heavier than normal tables and wore the workers out quickly. We were unable to get the carpets from Terry's house for laying over chords and a quick requisition was made by the school janitor. The large room presented the feeling that there were no patrons, however, at one time over 60 could be counted late in the day. About 100 people could be in the room looking at dealers and layouts and due to the size you would not be aware of the number.

We lacked a Lionel layout as Dale Woodrum was gone this weekend. He will be available next year. Advertising went well with several articles in the paper. Signs were placed on the adjacent streets and the large sign was set on school property for the day. The Athletic Boosters sold food for about 3 hours to both our group and a girls basketball game. They made over \$300 in that time and were very pleased. (Guess we ate well)

What about next year? The model committee will evaluate the show and see what problems can be corrected. They will make a decision if the show will continue. With the railroad raising the rent at Rossville to over \$500 a year we need to keep the income coming in.

We especially want to thank chairman John High for his fine work again. This year several members helped with tasks that John used to do and next year we hope to get others involved. We also want to thank Allen Cooke for arranging the building and the booster's association with us. (Allen did not make the show due to other commitments). A special thanks to Larry Prosser, Doug Nipper, Dave Sherrill, Doug Butzow, Jesse Bennett, Bob McQuown, Bill Pearson, Bill Darner,

Rick Schroeder, John High Jr., Louis O'Brien for advertising, and especially John Cooke Sr. for hauling tables and manning the admission table.

NRHS OFFICERS FOR 1995 During the recent board meeting in Ronkonkoma, NY several new officers were elected in the NRHS. Our new president is Greg Molloy of Cincinnati, Vice president - Public Relations is Dick Davis of Little Rock, Secretary is David Ackerman of Ho-Ho-Kus, NJ. Bob Ernst of Chicago is the new Central Region Vice President and Robert Pinsky of Chicago is now Director of Membership Development. V. Allan Vaughn's title has been changed to Director of Membership Records, formally called Membership Services. In other business a new chapter was added at Paducah, Ky. called the Paducah Chapter.

COURT BACKS ICC APPROVAL OF BN SPUR IN MISSOURI

A federal appeals court has sided with the Interstate Commerce Commission and approved Burlington Northern Railroad's new 17 mile rail line to a Missouri power plant.

Turning aside arguments that the new line would harm a natural habitat, the U.S. Court of Appeals for the 8th Circuit in St. Louis denied a request to review the ICC's March 1992 grant to BN of an exemption from the National Environmental Policy Act of 1969.

The case marked the first environmental challenge to a construction exemption, said Evelyn Kitay, an ICC trial attorney who defended the Commission's position. This case called into question our entire environmental review process," she

said. The ICC exemption was granted so that BN could build a 9.87 mile spur between Bevier and Binkley, MO, connecting BN's mainline at Bevier over the former Bevier & Southern Railroad right-of-way. BN purchased the route from Associated Electric Cooperative Inc.

"Both the ICC's environmental procedures and their general use of the exemption process was affirmed by the 8th Circuit," said John H. LeSeur, an attorney with the Washington law firm of Slover & Loftus, who represented AECl.

Observers doubted that the court would overrule the ICC, especially with the line now built and in operation.

The big Western carrier is moving coal from Wyoming's Powder River Basin to the Thomas Hill Energy Center near Moberly, Missouri. AECl owns Thomas Hill, which burned high-sulfur coal from local AECl mines but in 1992 switched to out-of-state, low sulfur coal to meet federal guidelines on sulfur-dioxide emissions.

After considering six routes to haul 2.4 million to 3.6 million tons of coal needed at Thomas Hill each year, AECl selected BN because of its direct, single-line route from the Powder River Basin.

But opposition came from Missouri Mining Inc., and its parent BXB Corp., as well as the Missouri & Iowa Railway Co., which argued that the new spur would harm 123 acres of wildlife habitat. They also wanted to preserve an alternate line owned by the Norfolk & Western Railway.

A local landowner also objected, claiming BN's route would harm his property. All asked for a review of the ICC exemption. The 8th Circuit initially blocked construction with a stay in December, but lifted it in January.

The spur's opponents also contended that the ICC should have considered N&W's line between Moberly and Loulton, Iowa, which, combined with a spur from Excello, Missouri, connects with Thomas Hill.

M&I wants to acquire this line, which the ICC permitted N&W to abandon in 1993. Missouri condemned the line, but M&I and N&W have been locked in a court fight over the line's value, said David Masters, a Macon, Missouri attorney who represents M&I.

MMI operates local coal mines and has spent over \$2 million to develop a 55 acre landfill in Julesburg, Missouri. The company hopes to receive carloads of solid waste when the fight over the N&W line is over.

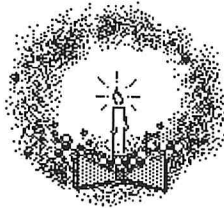
Via CBOT Transportation Newsletter

SP PLANS EXPANSION OF TRACK IN SOUTHWEST

Southern Pacific Rail Corp. has begun work to double-track 43 miles of its mainline in Arizona and New Mexico in an effort to increase capacity and reduce delays from line congestion.

The railroad said it will spend \$41 million on three sections of its Sunset Corridor, which now carries about 40 trains a day. The corridor connects the ports of Los Angeles and Long Beach with Midwest and Southern markets.

"These new sections are intended to reduce train congestion that has become particularly acute with the rapid increase in container traffic, as well as increases in general business in recent years," said Wayne Calder, SP vice president and chief transportation officer.



A 15.5 mile stretch of track will be built in Arizona between Fenner, east of Tucson, and Dragoon, said Gene Reilly, vice president and chief operating officer.

"Linking the track to existing sidings will give us a total of 20 miles of second main track," he said.

An 11 mile section will be constructed between Fenner and Mescal, which will give the company 67 miles of double track between Tucson and Dragoon, when existing sidings are included.

The third section will consist of 16.5 miles of new track, joined with 3.5 miles of sidings for a 20 mile total, between San Simon, Arizona and Mondel, New Mexico near Lordsburg.

Work has started between Fenner and Dragoon, and all three sections are expected to be completed by mid 1995, Mr. Reilly said.

The largest new construction SP has undertaken in many years will use rail and ties from Nevada, where the two track line between Lovelock and Winnemucca is being made into single track.

Via CBOT Transportation Newsletter

SHORT LINES

CSXT has started a major tie renewal program north of Lafayette, Indiana this winter. As a result Amtrak trains #315, 316 and 317 have been annulled and passengers are being bused to Chicago from Indianapolis and towns on the route. A recent trip to Lafayette found the bus pulling into the depot area and about 20 passengers boarding for Chicago. The arrangement is to end on December 17th, just in time for the Christmas rush from Lafayette and Purdue University.

The ICC has suspended the review of the proposed Santa Fe and Burlington Northern merger. Filed in early October, the merger notice

is on hold pending a December 16th vote by stockholders of the Santa Fe on the proposed purchase by Union Pacific. Santa Fe has said that stockholders will have the right to vote on the sale to the UP. The question remains if the ICC would approve the ATSF/UP deal due to much duplicate service and the track-age rights that other railroads will want.

The Soo Line has reached an agreement with the union that struck the railroad for 47 days last summer. The UTU has signed the agreement on December 5th after the pact was overwhelmingly ratified by the 1,100 union members.

The Union Pacific has removed most of the ex-C&EI line from near Westville to west of Sidell. Much of the line has been unused for many years but the railroad will keep the last four miles into Villa Grove.

TRESPASSING

A real railroad problem

Over the last few years your editor has repeatedly suggested that you stay off the right-of-way of a railroad to photograph trains. I have told you that even bridges are there by an agreement with the railroad and that they own (in most cases) the property the bridge sits on.

Each year many trespassers are killed on the railroads of America. In 1994 there is a trend to kill more trespassers than motorists at grade crossings, a horrible thought. On November 27 and 28 Amtrak hit and killed 5 trespassers. NS has started a campaign in communities, Danville the week of December 2nd, to stop and arrest or teach trespassers the hazard of crossing tracks other than at public crossings. Virginia now has a law that makes you subject to arrest if caught on the right-of-way at a location other than a grade crossing. NS train crews are instructed to call authorities if trespassers are seen at tun-

nels, trestles or other locations.

I recently attended a consultants workshop with the bridge engineers of Norfolk Southern in Atlanta. Their first concern is how we, as consultants, train our staff in railroad safety. Recently, a consultant working in North Carolina had a crew measuring a bridge on a double track segment of NS. The crew member was standing in the center of a track and they were measuring to the face of the abutment. A train was approaching and he thought it was on the adjacent track. It was not and he was hit and killed. We tell our employees to stay off the tracks if a train is seen in any direction. We must have a flagman if we will foul any track with a ladder or bucket truck while inspecting bridges. We obtain a permit if we will be surveying and placing an instrument on the tracks.

The day is coming very soon when we as railfans will not be allowed on railroad property - anywhere. As I've said before, we can't go on General Motors property and take photos, why should NS or Conrail allow us on theirs. I am fortunate that my firm works for NS, CSXT and Conrail as it allows me the access to these railroads. However, I don't abuse the privilege in any way as it may cost my firm the business.

How many times have you seen a railfan standing in the middle of one track while taking a photo of a train on the other mainline. If you get Trains look at page 78 and the article about Trespassing. In the photo a group of fans are photographing a Penn Central exiting a tunnel in Pennsylvania while standing on the eastbound track. If you note the signal it is approach, which means a train is coming behind them.

Please be careful. We must make our hobby safe for everyone.

Rick