

# 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 the largest operating HO model railroad in East Central Illinois.

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. Meetings begin at 7:30 PM Central Time.

## OFFICERS FOR 1993

### Our 25th Year

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MEMBER: Illinois State Historical Society  
Congress of Illinois Historical Societies and Museums



Volume 25

February 1993

Number 2

## COMING EVENTS

### **February 18, 1993**

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

### **February 27, 1993**

LGB Saturday at Lincoln Square Mall, Urbana, IL. 10 AM to 6 PM, Join Fred, Harry and Rick and run LGB trains all day.

### **March 27/28,, 1993**

Annual Model Railroad Show and Swap Meet at Lincoln Square Mall in Urbana, IL. Sat. 10 a.m. to 6 p.m, Sun. 11 a.m. to 5 p.m.

### **April 17, 1993**

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

### **July 21 to July 24, 1993**

NRHS annual convention in Chicago. UP and NS Steam trips plus side trips to Illinois Railway Museum and on the South Shore. U.P. will operate steam through Villa Grove a week or so before.

### **July 19 and 25, 1993**

Union Pacific #3985 St. Louis to Chicago and Chicago to St. Louis. Times announced later.

## NEXT MEETING

The next meeting will be held on Thursday, February 18, at the Community room of the Palmer American National Bank in downtown Danville. The bank is located on the square on the opposite corner from the Courthouse. Parking is on the south side of the building. Enter through the east door and take the elevator to the second floor. The meeting will begin at 7:30 PM

We will discuss plans for the upcoming model show at Urbana. They will include a planned caboose trip on the Central Indiana and Western Railroad. Program will be announced at the meeting.

## NEWSLETTER PRODUCTION

Over the past years you have seen, if you are a member that has been with us since the beginning, an increase in quality of the newsletter. Much of the increase is due to the change in technology that we have all seen in the world over the last 25 years.

Our first newsletter was published by Asa Edwards. The early issue was a single page and Asa had a "steno" machine to produce the newsletter. As noted in the January issue, the usual issue was small with short articles. Over the years we began to increase the number of pages and the content. During the era of Ed Davis we had access to a business copy machine. Your editor would produce the original and then give them to Ed for copying. The original was produced on a typewriter (what's that) and the quality was fair.

Next we obtained our own mimeograph machine which was stored in the basement of Doug's grandparents. Stencils were cut and due to the spelling problem that your editor has, many errors were not changed due to time (spell check is great). Typing was often in a field office on a construction site with publication on the weekend.

When member Allen Cooke arrived we entered the world of great printing and the use of computers. As with most newsletters this is the format of today.

I have access to a IBM compatible 486 machine. Typing of the articles is done in Word Perfect and then imported into Pagemaker. Scanned logos are used via PC Paintbrush. Member Bob McQuown has been scanning the recent photos you have seen and your editors place of business has recently purchased a scanner which will help cut the time Bob and I must try to get together.

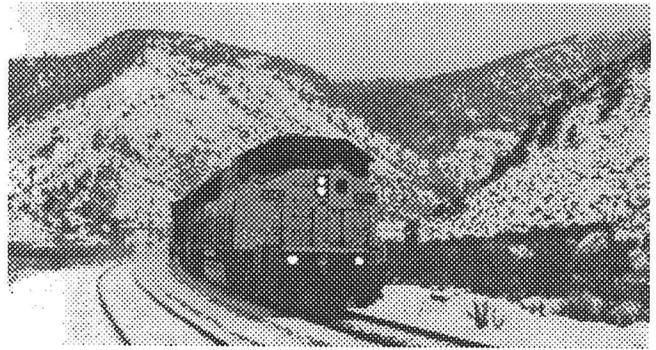
The use of Bob's cut file is still available. Member Doug Nipper has been typing articles on his computer and then gives me the disk. Again, time saved and more articles for you. We plan to begin publishing a brief synopsis of the minutes of the previous meeting as Doug is secretary for this year.

How much time is involved? Sometimes I really don't want to know. Each issue contains about 15 articles, depending upon length. Many are obtained from other publications and require about 3 hours reading plus 5 to 8 hours typing. Once the assembly of the issue begins though time goes fast. About 2 hours are required to assemble in Pagemaker and print out each issue. I have them proof read and then delivered to Allen. Printing takes another hour with the editor spending an additional hour to fold, staple and prepare for mailing the 90 copies that are sent out each month.

So how much time is involved? About 15 to 20 each month which is spread out over several weeks. I must say that it is fun, though a lot of work sometimes. The help from other members aids the workload. I enjoy putting the issue together and seeing the finished product. Like all editors I sometimes wonder if anyone reads it. Then comes the letter pointing out a stupid error that you have made and you are sure someone reads it. Then once-in-awhile you get the letter that says "great job and the only reason I belong" and you know your efforts are worth it.

So what can you do? **Send me some news items or articles. Please!**

After all, this is your publication.



Member Mike Vice sends us this photo of the Union Pacific in the mountains near his new home in Idaho. SD 60M #6243 kicks up the snow as it approaches the photographer.

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## NOTES FROM THE JANUARY MEETING

The January 21st meeting was called to order at 7:30 P.M. by President Larry Prosser. Secretary's and Treasurer's reports were both read and approved.

Under old business, concerning the Wabash caboose, motion was made and approved to make payment to the Monticello Railway Museum in the amount of \$640 for labor performed last year. The MRM has agreed to allocate these funds to the water crane project in memory of our late founding member, Bob Block, per our request. In addition, we approved the car storage agreement as set forth by the MRM for 2824. It will only cost us \$50 per year to attach a rider to their liability policy. Since we are offering the caboose for MRM use, there will be no storage fee.

Also as old business, Larry said that he will order more hats and T-shirts with the Chapter logo.

Under new business, Larry appointed Bill Darner as Program Chairman. The Urbana model show will be March 27 and 28. Rick will contact the Central Indiana & Western about a spring trip in May on our old UP

caboose. As for our model show, Larry appointed John High as Show Chairman once again. Members of the Committee include Dave Sherrill, Rick Schroeder, Bob Gallippi, and Doug Nipper. The Committee will meet with Larry on 1-23-93 at South McDonalds.

As Good of Order, the wreck of the taconite train on CSX at RB Jct. was mentioned. It was pointed out that Wisconsin Central units are frequently seen on this train (K310).

Meeting adjourned at 7:57 P.M. Slide program by Rick Schroeder.

## AMTRAK

Amtrak has ordered 24 additional AMD-103DC diesel locomotives from General Electric, for a total of 46 of the 4,000-hp units. Of these, 37 are scheduled to be delivered in 1993 with the balance in 1994. The new high-speed train for Amtrak has been delivered and will begin service soon. The Swedish built "tilt train" will make several test trips from Washington to New York and to New Haven. Trips will also be made to Harrisburg and once testing is complete the train will enter service on various routes. Already in testing speeds have been achieved that will cut travel times between major cities in the east.

With new motive power and equipment arriving in late 1993 and 1994 the proposed service to Florida looms again. The southern states are still attempting to get Amtrak to start the service prior the 1996 Olympic Games in Atlanta. At this point it appears that political pressure will have to be placed to get service earlier.

**ALL  
ABOARD  
AMTRAK**

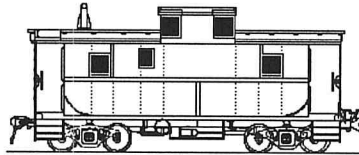
## 1993 DUES ARE DUE!

This will be the last issue you receive unless you renew for 1993. If you have a red mark on your address label this is it, no more FLYER..

We hope you stay with us through the 25th year of the Chapter. This years will be the best for us in some time, especially with the national convention in Chicago, only 3 hours away.

Renew now and don't miss a single issue of great rail news.

Rick



## WHEEL REPORT

**SOUTHERN PACIFIC** has signed a long term contract with Hanjin Shipping of Korea to haul containers from Houston to Chicago. The contract calls for direct shipping to the SP IMX Intermodal Yard in Chicago. SP is in the process of acquiring the yard from the I.C. The train will start early in this year.

The S.P. has announced plans to offer for sale or lease about 3,000 miles of low-density branch or secondary main lines. The S.P. goal is to realize cost savings by getting rid of the high cost to the railroad and still offer the lines for service to a shortline or regional railroad. They plan to offer the lines to the leading members of the shortline industry. The offer begins immediately and the railroad hopes to conclude the sale as soon as possible.

The **TERRE HAUTE, BRAZIL AND EASTERN** is still in business, at least as of Dec. 22, according to Dennis Slone. On that day he talked

to the crew that has just completed a run and they weren't sure about the future of the railroad. That day they had a consist of 25-30 cars, a good run for them. Shutdown was rumored to be before the first of the year, however, they may still be on the move.

The **SANTA FE** began taking delivery of the odd-numbered Dash 8-40C units in October. Santa Fe also likes the B-units and has been talking with manufacturers about purchase of additional units. Through the end of November Santa Fe had leased about 20 units from GATX and EMD and added a "9" on the front to avoid conflict with their own power. *Via Flimsies*

**UNION PACIFIC** has received SD60M 6357 on October 31. In addition to the new power several SD40-2's have been reinstated to the roster and an additional 16 have been converted to "B-units".

**DERAILMENTS** Several derailments have occurred near here. In the middle of January the SP derailed about 20 cars in Quincy, Illinois on the BN. Then on Jan 19 a SP train hit head-on with the BN at east edge of Aurora, Illinois. The S.P. has trackage rights from Kansas City to Chicago via the B.N. On the 20th the IHB got involved in a wreck, the same day a train hit a car in Palatine and the next day Amtrak hit a truck in Gary.

On the 18th of January the South Shore had two commuter trains meet at a gauntlet bridge near Gary, Indiana. Seven were killed and several injured in the accident. Signals control the interlocking and at this time the cause is not known. Some reports indicate the sun may have been a factor on the eastbound train.

CSXT derailed 14 cars of taconite at "RB", southwest of Danville's Brewer Yard. The cars took out the turnout and road crossing. Traffic was rerouted one day with CSXT trains via the UP to Mt. Vernon,

Illinois. As of the 16th the turnout was not in and with ties laid out for the turnout to be built on site it may be some time. Need some marbles?

**C & E I DECALS** are on the market by MicroScale. A set has been reproduced through the efforts of Mike Butler, C&EI HS member from Columbus, Ohio, for the solid blue E and F units. I'm not sure how many sets were produced but you can contact Mike at 910 Olympia Drive, Columbus, Ohio 43207. Mike used a photo from your editor to produce the decals.

**THE SPRING NRHS DIRECTORS MEETING** will be held in Little Rock, Ark March 26 to the 28th. Your national director will not be able to attend as this is the same weekend of the Urbana Model Show. A mini-tour of the UP's Jenks Locomotive Shop will be conducted plus a tour of the Arkansas Railroad Museum. If anyone is interested in attending to represent the Chapter let me know soon.

**IN THE HOOSAC TUNNEL** a train struck an unregistered, uninsured and uninspected car found abandon on the tracks. A man left his 1979 toyota in the tunnel about 1:30 a.m, apparently after trying to drive through the long passageway. The car became stuck in the gravel alongside the tracks and a westbound train struck the car. The tunnel is the longest east of the Mississippi River measuring in excess of 4 1/2 miles in length and is located in western Massachusetts. *Via the Coal Bucket*

**ILLINOIS CENTRAL** has move out the switchers from Champaign. They are in storage at Chicago and now Geeps are used in the yard and on the Humko switcher. Reason is probably the fueling facility that the EPA has been after. It is cheaper to move the locomotives to Chicago in a train for refueling than rebuild the facility at Champaign.

In additional IC news the word is that Gibson City will close by the

end of February. From there the signal crews will move to Champaign as most of the equipment is in place. Champaign tower may be gone by this summer. That will leave Gilman as the last tower. With the technology of today the closing of towers is inevitable.

**THE FALL MODEL SHOW** proved successful. We had over \$600 in profit this year. A committee has been appointed by President Prosser with John High as chairman to begin plans for next year. They met in late January and began planning for the weekend prior to Thanksgiving.

**MEMBER RANDY RIPPY** reports on a European Christmas vacation. Randy and his wife spent time traveling by rail through Germany, Austria and Italy. He says the trains were great and the 155 mph speed was something else. Stations and trains were clean, trains on time and very few freight trains spotted. Of course, as he states, when the government pays for train service and raises price of automobile ownership, what more can one ask for. Someday we will see it here, but not for many years.

### ***RoadRailer***

**ROADRAILER TESTING** was conducted by Schneider National and RoadRailer on the Pacific Coast Express trains of the SP. Trains LAPCX and PTPCX were used for the test from Dec 9 to Dec. 19. The test included the use of SP Police and office cars. *Via Flimsies #146.*

**THE NEW ORLEANS GRILLE** has opened in the former Illinois Central station in Kankakee, Illinois. They feature sandwiches, soups and dinner specials along with great deserts. Member Allen Cooke recommends you visit the new restaurant the next time you are in the area.

## **THE EASTERN ILLINOIS RAILROAD CO.**

*By Doug Nipper*

Plying the old Nickel Plate rails from Metcalf to Neoga, Illinois there exists a shortline by this name, EIRC for its initials. It has a lone locomotive, ex-Mid South 7001, a Santa Fe CF-7 rebuild still in Mid South colors. Based out of the old yard office at Charleston, this line is primarily a grain-hauler, but hangs on to several other customers, mainly in Charleston's industrial park area on the north side of town.

From the end of the railroad at Metcalf, where it crosses and interchanges with the CSX (ex-B&O) Decatur Subdivision, it proceeds southwest through Brocton, Oakland, Rardin, Bushton and Fairgrange before reaching Charleston Yard. Active elevators on this segment are Brocton and Oakland, the latter being good for 20 cars a day during the peak season.

At Charleston, Hi Cone and Celotex are good for a few cars a week, some of them in captive plant service and therefore never leaving the line in interchange.

West of Charleston, after climbing the ruling grade just west of the Highway 16 overpass, the line passes through Lerna, Trilla and finally reaches Neoga, which is the other end of the railroad and the interchange point with the IC. There is an active fertilizer dealer at Trilla who gets cars, and the elevator at Neoga, like Oakland, is owned by the Tabor Grain Company and provides business.

I have been fortunate to be able to help this railroad out with some signal work, and last October I got the best tour of the line possible, by working as a volunteer brakeman for two runs!

On 10-11-92, I met engineer and



friend Neal Grant at 7:00 A.M. at Charleston Yard. Neal has worked hard to secure a part-time position with this railroad, helping with signals, of course, but also qualifying as an extra locomotive engineer. We started the day out by hand-carrying, in five gallon pails, 20 gallons of lube oil out to the engine after it was started and the level was checked and found low. After our "regular" brakeman arrived, we left engine light for Oakland.

At Oakland we were to pick up 20 loads of grain for the IC at Neoga. The arrangement here is similar to several on the line in that the elevator siding takes off of the old passing siding at the west end. Thus, the switches form something of a crossover between the main and the siding. There is also another switch into the elevator from the siding further to the east.

Since the elevator's trackmobile had pulled cars over the "crossover" switch, the procedure was to run down the main all the way to the east end of the passing siding, enter the siding and tie on to the cars, then pull the whole mess east to clear the crossover. Then get back on the main and run around the cars again, making a list of initials and numbers as we passed. Again at the west end, we backed onto the cut through the crossover. At this point, there were two cars behind the first two that were to stay, so these were set over to the main and the train was put back together again, ready to depart for Charleston.

At Charleston we dropped off half of the 20 cars in the yard. The rating for the engine on the grade west of Charleston is 15 cars period. And I found out why. At 30MPH in run 8 after passing under Route 16, we were a full 20 minutes going uphill, and ended up at about 7MPH still in run 8. This whole railroad is curves and grades, but never so more as in this segment.

Upon reaching Neoga, the cars have

to be run around and shoved onto the IC siding. There is a long passing siding east of town that runs under I-57, and I thought we would use this for our run-around move. But there are two elevator siding tracks in town, just long enough for 10 or 15 cars, that are used for this purpose. We ran around the cars and shoved them across Route 45 and onto the IC siding, pushing them all the way down to some other cars sitting at the south end. After a brief pause at the truck stop at the interstate, we were headed back to Charleston for the rest of the cars.

Coming back engine light, we just coasted down the grade that had been so much work the other way. You really have to see this to understand. It is beautiful country though, and would make a wonderful tourist or dinner-train run. At Charleston, we tied back onto the 10 remaining cars and headed west.

This time, we made an additional stop at Trilla to pick up an empty fertilizer hopper. Once again, the stub siding takes off of the passing siding, only this time on the east end. Leaving the loads just east of town, we made this little move on tracks that don't see much use. The inside switch was REALLY hard to throw. I kept my fingers crossed and my foot on the lever, as the catch didn't seem reliable. Somehow, we got the car out and tied back onto the train. It was neat to watch the engine run on rails you couldn't see!

At Neoga we did use the west end of that long passing siding east of town to set over the empty hopper and put it on the east end of the train. The IC was going to move all the loads on the siding as a grain train, and the empty had to be on the north end in case they needed to cut it off. I stayed at this switch and lined it back after the train was out of the siding, then walked in to town to handle the east switch of the short siding for the runaround

move. As before, we shoved the cars all the way to the south end of the siding and tied onto the cars already there. I think Neal said there were 60 cars there, including what we had brought over that day. The irony came a couple days later, when the IC tried to pull the train out of the siding. They derailed and laid at least one car on its side!

The ride back to Charleston was rather monotonous. The steady drone of the engine and rocking of the rails can put you to sleep if you're already tired. You see, this was a working trip by my own wishes. In addition to handling switches, I also made several couplings and air ties at the engine, as well as the set over move of the two cars at Oakland. It was work, but a wonderful way to experience "real" railroading. And I was pleased to be able to help Neal. When they work with just two men, he has to handle his own switches and couplings at the engine. He's a very competent engineer, and I did my best to see that he stayed in that right-hand seat. I owe him big-time for the opportunity that I received. Thanks, Neal.

In my next installment, I'll take you on my second ride to the north end of the EIRC.

## CONRAIL

Conrail has begun taking delivery of the first of the 105 wide-nose SD-60M's. They represent the first order from EMD for Conrail in about 4 years. At the same time the delivery of Dash 8-40CW's #6150-6179 has begun. In the summer Conrail will lease an additional 50 of the units. These units are part of a 225 unit order that Conrail will receive over the next couple of years.

In addition to the new power Conrail has reactivated many older units. Many GP-40's were



placed back in service those being in the 3100 and 3200 series. Some SD40's were also back in service. By late November 34 GP-35's were back in service in the 2200 and 2300 series. Most of these units were kept out east but look for them to spread around the system as power is short on Conrail.

Conrail is rebuilding 13 of the SD45-2 units that are still on the roster. The rebuild will make them a SD40-2 on the inside with the SD45 body for appearance. So far #6655 and 6661 have been placed in service.

All new units to date will receive the Conrail Quality paint scheme. Some older power has been painted with the logo at this time including switchers.

In the Buffalo area Conrail continues to be plagued with unusual forms of vandalism. First, lenses on signals were sprayed black to get the trains to stop. Once trains were stopped they were looted of cargo. Crews then began to realize what had happened and began to move the train. Next they sprayed the lens red to get the stop longer. Conrail police are exasperated with the situation and railfans are advised to stay off the property.

Several years ago while working in Lorain, Ohio your editor was told that on NS the worst location were #1 Buffalo, #2 Cleveland, #3 East Chicago and #4 Detroit. Looks like nothing has changed.

#### *Via Lake Shore Timetable and The Mainline*

In the Danville area the status of the "Danville Cluster" still remains the same except there are a few "lookers". Recently the C & N W was in the area talking to elevators about the business on the line. How much interest there was from the railroad was not known, especially since there has been the rumor they would sell the St. Louis line, why would they want this section. We also hear that NS is looking at the

Mansfield to Bloomington portion of the former P&E. This would replace the ex-NKP line and give access to the elevator at Farmer City. It would cut about 20 miles off the route to the Diamond Star plant. Then comes the news that the power plant east of Schneider is not happy with the IC and UP routes for coal. They would prefer that Conrail deliver the coal on their line and have apparently approached Conrail to fix up the line from Danville to Schneider. At the same time this could help sell the line for shortline business.

Business from the Diamond Star plant has been about the same with rack cars delivered about 3 days a week. Service on the north line is still slim with the Kankakee Local doing the work.

## SANTA FE ,C. & I. M., CONRAIL, KIAMICHIE, W.C. AND RAILTEX WIN AWARDS

Each year there is stiff competition for the Golden Freight Car award by the railroad industry. This year the **Chicago and Illinois Midland** won for the waste-transportation project that the railroad carries out south of Springfield. George Stern, president and CEO of the C&IM brought along the people who made the project successful to Chicago to receive the award from Railway Age Senior Editor Gus Welty.

**Santa Fe** won the award for its entry that has seamless service for Ford Motor Company from Canada to Mexico. This is business that had been going via highways and was now back on the railroads.

The Distinguished Marketing Achievement award went to **Conrail** and the **Kiamichi Railroad**, again for service that took hauling away from trucks.

The 1992 Railway Age Regional and Short Line winners were **Wisconsin Central** and **RailTex**. Wisconsin Central has had a year not like any other railroad. Since 1987 the railroad has grown tremendously with 1993 seeing the takeover of two additional short lines in Wisconsin. Ed Burkhardt, president of W.C., has expanded the service of the railroad and changed the line from a loss of \$1.9 million in 1987 to a net income of \$8.3 million in 1991. Entry has been gained to Superior, Wis., the Sault St. Marie gateway has been improved to handle 100 ton loads, and the railroad now competes with other U.S. - Canada routes.

RailTex is a family of 19 railroads with president Bruce Flohr. First started in 1984 with the San Diego and Imperial Valley, the system has grown to include rail lines across the country. Each railroad is managed separately. Should a rail line begin to show trouble, the overall management steps in to assist the line to again become profitable. Revenue has grown from

## MORRISON KNUDSEN STARTS METRA WORK

When Morrison Knudsen Chairman and CEO William Agee was in Chicago in September, he said that MK wanted to make its South Side plant a "showcase" operation - the plant where Metra bi-level cars will be built and where Metra "Electric cars will be rehabbed.

The plant is up and working. the first Metra Highliner rehab will be outshopped in the spring, the first new car will be produced in the first quarter of 1994. Meanwhile, MK is establishing a new engineering design facility in Chicago. Metra,

Awards continued from page 6

\$5.2 million in 1987 to and estimated \$39 million in 1992. RailTex has recently expanded by acquiring lines from the Union Pacific and is looking to expand each year.

*Via Railway Age*

MK continued from page 6

which insisted that its cars be built within its service area, sees Chicago as a new center for production of commuter rail equipment. MK seems to be taking a piece of that bet.

*Via Railway Age, Nov.*

## NORFOLK SOUTHERN

NS has begun taking delivery of the new Dash 8-40C's numbered from 8714 to 8763. The new motive power has been spotted through Danville and as usual in the black paint with standard cab.

As mentioned in previous articles NS has begun a new operation with the CP Rail System. The train operates from Buffalo to Chicago where they connect with Soo Line. Trains are numbered #083 and 084 and operated in the Cleveland area at night, placing them in the Chicago area in daylight. Soo Line power along with ex-KCS units have been the mainstay.

NS is completing work to single track much of the line from Lorain, Ohio at Black River lift bridge "RU" to East Cleveland. The first segment to Bay Village was to be cut over the Cleveland dispatcher in Ft. Wayne in November. The eastern section was planned for cutover in December. The single tracking project will also involve eliminating grade crossings in several of the town along the line. In Lakewood there is strong opposition to closing some of the 27 crossing that now exist. *Via The Mainline.*



In the Cleveland area the 34th street bridge will be rebuilt over NS and the Metro line. Your editor's office is handling the review of the cofferdams that will be constructed and will provide on-site observation this summer. This project is also part of the clearance project the NS has been conducting in the Cleveland corridor over the past few years.

There is an indication that NS will sell a portion of the Muncie to Lima line to R.J. Corman. Reportedly the company wants to purchase the Fort Recovery to Lima, Ohio segment from NS. NS has reduced traffic on their line over the past few years, however, there is still grain loading on the line. *Via The Mainline*

## IC'S MOYERS TO STEP DOWN

Edward Moyers, the man that turned the Illinois Central around in two years, has announced that he is stepping down. He intends to announce his successor in the next few weeks.

A few days after being named the company's chief executive officer, Moyers saw one train leaving

Chicago with 21 cars and five locomotives. When ask why that ratio of motive power to tonnage the replay came back "We've always done it that way." That started changing the way the IC did business.

The first change came in the way trains operated. Then the double track removal program was started with passing sidings being installed from Chicago south selling excess material for \$50 million. CTC was

installed on the system and the speed reduced south of Champaign at a cost of \$20 million. The hot box detector center was closed with the installation of voice detectors. All along the system the employees were cut back to the bare bone. As a result the railroad became profitable.

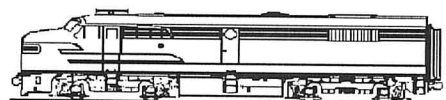


Moyers grew up in Mississippi where his father was a laborer for the IC. In 1977 he left the IC and went to the Peoria and Pekin

Union Railway. Six years later he and other investors started buying lines in Mississippi and Louisiana. In 1989 they found out that the IC intended to spinoff the railroad. New talent was brought in from BN, CSX, SP, Santa Fe and United Airlines.

When he took over the IC had 525 locomotives on the roster using about 500 each day. He planned to be down to 375 but found that 330 could run the railroad. They are hauling the same tonnage with that number as with the 500.

In 1991 the IC was the only Class One railroad to have a rate of return higher than the cost of capital. Not bad for a railroad that came from the bottom. The operating ratio was 97 percent in 1988 and now has it down to around 73 percent. For the last quarter of 1992 the IC reported a net income of \$16.9 million. For the full year the IC's income was \$160.4 million versus \$145.6 million for 1991. Operating expenses were down about \$20 million.





## TRAIN ORDER SIGNAL FUND

In Memory of all Operators and Signalmen on the Chicago and Eastern Illinois Railroad and predecessor railroads.

Richard M. Schroeder In memory of Bernice Schramm and the Richter family.

Doug Nipper In memory of Carl "Mickey" McGuire and all of the maintainers who kept the signals lit.

John A. Cooke

Robert Gallippi

Allen Cooke

Louise Powers Finney In memory of Mr. Lauer, tower operator at Steger, IL

Dave Sherrill

Randy Rippey

## ICC RULES KCS- MIDSOUTH PROPOSED MERGER IS "SIGNIFICANT TRANSACTION"

The Interstate Commerce Commission has ruled Kansas City Southern's proposed acquisition of MidSouth to be a significant transaction. This subjects the merger to greater regulatory scrutiny than if it had been declared a minor transaction.

While finding the transaction to be significant, the ICC concluded that applicants need not meet all of the requirements associated with

## SP OFFERS TO SELL, LEASE 3,000 MILES OF LINE

Southern Pacific plans to offer for sale or lease to new short line rail operators nearly 3,000 miles of low-density branches and secondary main lines. "Our goal is to realize the immediate cost savings such a low density focused rationalization plan produces," said Michael Ongerth, vice president of strategic development for SP. The railroad hopes "very quickly to provide improved service to our customers through sale or partnerships with leading memberS of the excellent short line network that exists in the country."

SP will also continue its policy of developing transit corridors where possible throughout its 15,000 mile system by adding approximately 900 miles of potential transit corridor route miles to the 270 already sold over the past three years.

*Via Rail News Update*

The SP is also cutting back on employees. A 10 percent reduction in staff has caught engineers in the squeeze. In Springfield the SP has laid off some assistant engineers and will move the engineering staff to Houston and Denver. The layoffs are effective February 1 and when the dust settles only a track supervisor will be left. The engineer that has been handling the Springfield Relocation Project for SP will leave and now the engineering office from Denver will take charge of the project for the SP. How it will affect the project is not known yet. Next month we will cover the relocation project complete with track diagram.

significant transactions. The Commission also tentatively adopted a 225-day schedule for the proceedings. KCS and MidSouth announced October 8 they had agreed on terms to merge the two companies.

KCS operates 2,500 miles of track in Nebraska, Missouri, Kansas, Oklahoma, Arkansas, Louisiana and Texas. It reported \$322 million in revenue in 1991.

MidSouth owns four railroads that operate over 1,200 miles of track in Louisiana, Mississippi, Alabama and Tennessee. It reported \$92 million in revenue in 1991. MidSouth was created in 1986, largely from lines that were acquired from Illinois Central Gulf.

*Via Rail News Update*



## AMTRAK ORDERS NEW SLEEPING CARS

Amtrak is buying \$100 million worth of new single level long-distance passenger cars.

The order for 50 "Viewliner" sleeping cars was placed with Morrison Knudsen Corp., which will build the cars at plants in Chicago and Hornell, New York. The first cars are expected to be delivered in two years, with completion of the order due nine months later.



"This policy decision is good news for Amtrak passengers; it will have a positive impact on Amtrak employees, and it will help stimulate the economy at the right time," said Tim Gillespie, Amtrak's assistant vice-president for government and public affairs.



Amtrak designed and assembled three prototype Viewliner cars several years ago. These prototypes - two sleeping cars and one diner - have been tested in revenue service since 1987.

The distinctive feature of the Viewliner is its second row of windows, permitting additional natural light to enter the car as well as affording a window for upper berth passengers.

The new sleeping cars will have three deluxe bedrooms, one of which is handicapped accessible; and 12 compartments. All accommodations are designed for either one or two passengers and have private lavatory facilities. The deluxe bedrooms will also have private showers.



The order has an option for 50 additional sleepers. Amtrak also eventually expects to purchase Viewliner coaches, diners and lounge cars.

*Via Rail News Update*

## **THE STANDARD CLOCK - FEBRUARY OF YEARS PAST...**

1972- The HO Layout at Catlin was in the planning stages. Stan Chausse sent out cards to interested members for a modeler's meeting. The space available was stated as "about 10 feet by 35 feet along the north wall of the room. The "O" scale layout "was progressing well, plans call for a train to be operating by June 1."

1974- "Train Wrecks in Volume". The Flyer reported on three major accidents. In early January, the N&W dumped 24 cars at Sidney on an eastbound train. On Friday evening, Feb. 8, the L&N layed over 17 loads of coal at at North Yard. This is

when two operators lost their cars under the wreckage (one a Corvette!). And at 8:00 A.M. Tuesday the 12th, an eastbound N&W unit grain train dropped 13 cars at South St. in Danville.

1975- A repeat tour of the L&N Dispatcher's office at Oaklawn was made for the Chapter's meeting, conducted by Woody Wilson. The CTC machine was due to be moved out in August, replaced by a new machine in Evansville, Ind.

1976- Your columnist was a new member. 17 years goes by so fast!

1978- Rotary snowplow was reported working on Conrail on Feb. 4th southward from Sheff towards Danville. The big snows hit for two years in a row.

## **STEAM THIS SUMMER**

Steam in the area this summer will be on the Union Pacific. UP #3985 will operate through Villa Grove on its way to and from the convention in Chicago. The northbound trip will be on the 19th of July with the Southbound trip on Monday the 25th. The St. Louis Chapter will sponsor the trips. A NS trip out of the St. Louis may not occur this year as the timing of the trainset to the area will not be possible until September.

The Chicago Convention will feature a trip with Metra equipment to the Illinois Railway Museum on the 21th. UP #3985 will run on Thursday the 22nd to Findley and return. NKP 587 and PM #1225 will operate on NS to Ft. Wayne, IN on Saturday. The C SS & SB trip will be on Sunday.

## **DEPARTMENT OF CORRECTIONS:**

If the Editor will admit to his mistakes, so will his chief correspondent. This first one goes back some

time though. When I started as President in 1988, I wrote a column showing the history of the people who had held various offices in the Chapter since I had become a member. For 1984 I showed Dave Sherrill as President and Jess Bennett as V.P. I must have looked at the wrong copy of the FLYER, because Larry Prosser and Dave Sherrill still held these posts, respectively. Let the record show that these gentlemen served us in this capacity in '81-'82-'83-and '84.

More recently, last November I wrote a history of the model railroad shows that have been sponsored by the Chapter. Larry Prosser brought to my attention that we had had one other swap meet in Rossville before we went to the Palmer Bank. I did some digging and sure enough, on September 20, 1981 we had an NMRA sanctioned swap meet at the grade school in Rossville. The NMRA held a business meeting at the depot museum. Add this to the list, if you wish.

Thanks to Larry for keeping me on my toes and pointing out these two oversights.

And just last month in my first STANDARD CLOCK column, I stated that the FLYER volume number lags our actual age by one year because the first issue was not published until 1969. If you do your math, that just doesn't work out. Our first year of service was completed in 1969. So if the FLYER was also started in 1969, the volume number should equal our age. The reason it doesn't is a 21 year-old mistake by the Editor. When the Jan. 1972 issue was published, it bore the correct Volume 4. But in February and every month after, it went back to Volume 3. No one knows why this happened for sure, but it's been off one year ever since. The correct volume number for 1993 is 25. It should be corrected on the mast-head as of this issue.

(Note how this is put on the last page! Ed.)