

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

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

Volume 26

February 1994

Number 2

COMING EVENTS

February 17, 1994

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

February 19 & 20, 1994

Indianapolis - Great American Train Show at Indiana State Fairgrounds, noon to 5 each day, \$5

February 26, 1994

LGB Show at Lincoln Square Mall, Urbana, IL. 10 AM to 6 PM. LGB trains only, no swap tables.

March 26 & 27, 1994

Annual Model Railroad Show and Swap Meet, Urbana's Lincoln Square Mall, Urbana, IL. Sat. 10-6, Sun. 11-5. Contact Fred Schlipf at Urbana Free Library for tables.

April 16, 1994

Chicago and Eastern Illinois Railroad Historical Society annual meeting, Salem, IL. Details later.

June 20-26, 1994

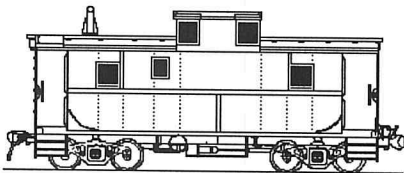
NRHS Annual Convention, Atlanta, GA. Several steam engines are planned. Start your vacation planning now, and for those that pre-registered, the convention information should arrive sometime in March.

NEXT MEETING

The February meeting will be held at the Palmer Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM. Discussion will include the upcoming show at Urbana and plans for the museum this spring (if it ever gets here). The chapter is making an inquiry for a rail trip in the Chicago area this spring, details later. Doug Butzow will present a slide program on the convention last summer and area railroads.

We welcome new member David Leider of 601 N. Elmhurst Rd, Prospect Heights, IL. This past summer Randy Rippey and Rick Schroeder met Dave and his wife, a

Florida transplant to the cold country, on the NKP trip during the Chicago convention. Dave is a member of the Chicago Chapter and after reading some back issues of the FLYER became interested in joining.



WHEEL REPORT

SYMPATHY - The Chapter offers its sympathy to member and friend Robert McQuown and his wife Jeanene who lost their daughter on January 12, 1994. The Chapter has made a memorial donation to the USMC Cancer Center in memory of Linda Carol McQuown Ribbing. Our thoughts are with all of the family.

DECATUR TERMINAL - The operators of the former Illinois Central trackage from Decatur to Assumption and Decatur to Cisco have new motive power. Well, not really new, actually very used. The units on the roster are ex-CSX GP-18's 1720, 1770 and 2348. They replace the Indiana Hi-Rail units that have been in service for several years. Indiana Hi-Rail was replaced as operator of the line last summer but only recently the motive power was changed.

OPERATION LIFESAVER reports that there have been 50 fatal accidents at grade crossings in Illinois during 1993. This is a 14% increase over 1992. There have been 232 collisions through November, a 3% decrease from 1992. These have occurred 38% of the time at crossings with gates, 29% of the time at crossing with automatic flashing lights and 33% of the time at cross-buck crossings. We provide more safety and more people ignore it.

THE 1994 AMTRAK CALENDAR IS OUT - the 1994 calendar, featuring the new Genesis Series diesel, the X2000 and the ICE train is available for \$5 each. Write to Amtrak Calendar, PO Box 7717, Itasca, IL 60143.

RAILROAD SHOWS - Note the dates of the upcoming railroad shows in Urbana, Illinois. In February Fred Schlipf, Harry Gillian and Rick Schroeder invite you to Lincoln Square Mall in Urbana to see the LGB setup. This is not a swap meet but a LGB show where Fred and Harry setup all of the track they have in as large of a space as possible. Rick is the hauler of Fred's trains so he gets invited to "play with them".

Attached is a flyer for the March show at Lincoln Square Mall. The March show is one of the best spring shows in the area. Put on by Fred Schlipf, Everett Dade, Walt Baselt and Rick Schroeder, this show will again have 12 operating layouts and about 150 swap tables. The mall has acquired a store to occupy the former Bergners location and this year may be the last of the "big" shows that occupy some of the empty stores. Model railroaders don't miss this show!

TRIPLE CROWN ORDER - Wabash National has just received a \$50 million contract to supply 1,770 Road-Railer truck trailers to Triple Crown, a company jointly owned by Conrail and Norfolk Southern. Triple Crown has been looking to expand the market west of Kansas City and the increase in trailers will help with that expansion. At the present time most trains are filling out to the maximum 75 trailers and adding additional trains will probably occur this spring.

RoadRailer

SANTA FE

Ordered 50 4,400 hp Dash 9-44CW diesel-electric locomotives from GE Transportation Systems for February-April delivery. GE will perform maintenance work on the units, utilizing Santa Fe personnel, at the railway's Kansas City, Kansas facilities.

Via Railway Age.

CONRAIL ORDERS LOCOMOTIVES WITH AC TRACTION TECHNOLOGY

Consolidated Rail Corp. will be the third major railroad to operate alternating current (AC) traction locomotives in freight service.

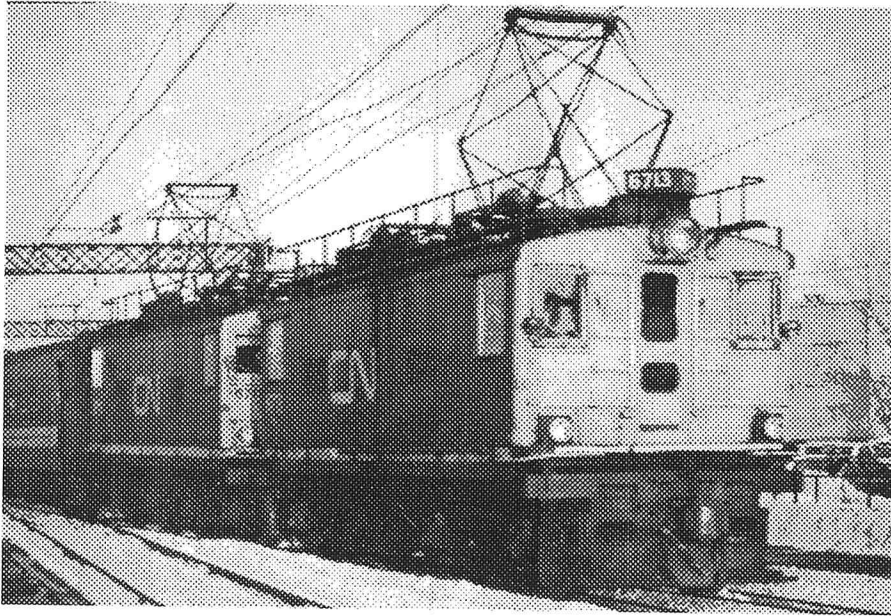
The Philadelphia-based carrier follows Burlington Northern and the Union Pacific in ordering the new technology engines.

It is the first, however, to place orders with both major U.S. locomotive builders. Conrail will take delivery in 1995 for four locomotives each, built by the Electro-Motive Division of General Motors Corp. and the GE Transportation Systems unit of General Electric. Co.

Earlier this year, BN placed a multi-year order with EMD for 350 AC traction locomotives, the largest purchase in railroad history. UP opted for the GE version.

The EMD locomotives are 4,000 horsepower SD70MI-AC models, similar to those ordered by BN. The GE units are 4,400 horsepower GE-AC4400 CWs.

Conrail plans to place five of its eight AC locomotives in coal service. The other three will be used in general service between the big Selkirk Yard near Albany, NY., and Boston MA, a spokeswoman said. The three units on the Boston run



After arriving on the advertised time of 16:55 at Val-Royal, train #911 led by GE Boxcabs #6713 and 6711 crosses over and heads for the balloon track in preparation for the return trip to Montreal as train #916. The date is February 15, 1993 and member Doug Butzow is the cold photographer.

will replace four conventional technology locomotives, she added.

Both BN and UP plan to put their AC traction locomotives into coal service, where heavy loads in long trains require the use of four high-horsepower locomotives.

The new locomotives don't look much different from direct current (DC) models and use the same diesel engine to generate power. The AC traction motor, however, puts much more of the power into driving the wheels. With fewer moving parts, maintenance costs are expected to be lower.

Via CBOT Transportation Newsletter

CONRAIL TO SELL LOUISVILLE LINE

Conrail has agreed to sell its 107-mile long line between the southern edge of Indianapolis and Louisville to Louisville & Indiana Railroad Co.

L&I has been formed by Anacostia & Pacific Co., which has been active in the formation of a number of short line and regional railroads in recent years.

"With this acquisition, we expect to work closely with Conrail to offer customers the efficient, consistent service they want," said Anacostia & Pacific Managing Director Peter A. Gilbertson. The two railroads will interchange freight at Indianapolis.



Conrail Senior Vice President-development Charles N. Marshall said the sale "will best serve

the customers on this line. The combination of the individualized local service that the L&I will provide, plus Conrail's long-haul efficiencies, will greatly benefit those customers."

The sale is subject to processing by the Interstate Commerce Commission on an expedited procedure.

Via Rail News Update

INLAND NAVIGATION USERS FACE FIGHT

The White House is now pondering another attempt to enact high-level waterway user taxes. Rather than again proposing a \$1 per-gallon fuel tax, the Administration's plan would split the next cost recovery initiative into three separate components: 1. a fuel tax of about 20 to 22 cents a gallon to recoup the full cost of shallow-draft maintenance dredging; 2. a lockage fee of as much as \$200 to \$400 per lock transit to recoup lock operations and maintenance (O&M) costs; and 3 a congestion charge (or "demand management" fee) at congested navigation locks.

Administration sources indicate that a final decision has yet to be made on whether the Office of Management and Budget (OMB) will submit the revised user tax/user fee proposal as part of the FY 1995 budget request. On the surface, it appears more reasonable than the recently rejected \$1 fuel tax, but its overall economic impact would be just as devastating. The lockage fee would be a new wrinkle, with the possibility that the Administration might seek to recover less than 100% of lock O&M costs. The congestion fee might be applied as a lockage surcharge, or lockage slots might be auctioned to the highest bidder.

Via CBOT Transportation Newsletter

AMTRAK

What railroad has the best ontime performance for Amtrak? The Soo Line (CP Rail) is rated as having a 94.7 percent on-time performance with only 25 out of 470 trains late during September. This compares to the SP with a 64.6 percent on-time performance with 366 out of 1033 trains being late. The IC rates 80.5 percent figure for 80 trains out of 410.

RAILROADS ESTABLISH RECORDS FOR TON-MILES AND INTERMODAL

Last year saw the nation's railroads set records both for total freight volume and intermodal traffic, according to preliminary year-end figures released by AAR.

"This was a remarkable year for railroads, especially in light of the challenges the industry faced - the massive Midwestern floods, a lengthy coal strike, modest domestic economic growth and a recession in much of the rest of the world," said AAR President and CEO Edwin L. Harper.

"With most economic signals pointing toward stronger growth this year, and railroad quality programs continuing to advance, the records for both total freight handled and intermodal traffic could easily be shattered in 1994," Mr. Harper added.

He said the industry moved a total volume of 1,097 trillion ton-miles of freight during 1993, 3.1 percent more than in 1992 and the seventh consecutive ton-mileage record. Intermodal volume totaled 7,150,457 trailers and containers. That was 7.9 percent more than the record set in 1992 and marked the twelfth consecutive record for intermodal traffic. Carload freight, which does not include intermodal, totaled 16,865,640, 0.2 percent more than in 1992.

Dr. Harvey A. Levine, vice president of the AAR's Economics and Finance Department, pointed out that the 3.1 percent gain in total freight traffic exceeded the projected 2.6 to 2.9 percent gain in the gross domestic product. He called this "exceptional, especially since more than half of GDP now comes from the services sector which does not require freight transportation. This indicates railroads gained market share during 1993." This was especially noticeable in the 7.9 percent gain in intermodal traffic, which came on the heels of a 7.4 percent gain in 1992, he said.

Dr. Levine also cited three other categories where gains in rail market penetration seemed especially strong; motor vehicles (up 11.1 percent for the year); waste and scrap (up 13.3 percent); and metals and products (up 11.6 percent). Railroads reporting to the AAR account for 94 percent of carload freight and 97 percent of rail intermodal volume.

Via Rail News Update

The *City of New Orleans* is to see the new superliners effective in February. The new Genesis units have been regulars on the City and should continue with their new equipment. Lately the new Genesis units have been seen on the Quincy and Carbondale trains, making one wonder why the power, that was supposed to be on long-haul trains, has been working the three to four car consists.

The administration has indicated that in FY95 the budget will recommend that transit funding be abol-

ished. This would eliminate over \$800 million in federal operating assistance to U.S. Transit operations. The cuts will affect all systems and force fares to rise and ridership to decline. In addition, ADA compliance will be impossible to achieve.



CN, TRUCKER TO FORM INTERMODAL ALLIANCE

CN North America has entered into an intermodal alliance with Kleysen Transport Ltd., one of Canada's largest trucking companies.

The companies will begin offering intermodal service between Vancouver and Montreal and intermediate points January 1. Through rail hubs in Chicago and Detroit, they will also offer access to U.S. markets.

Hubert Kleysen, chairman of the trucking firm, said the alliance will guarantee customers "access to the most efficient, cost effective transportation services available anywhere



in the world. Double-stack container service allows us to combine the strength of rail with the versatility of trucks."

"Forging alliances with quality motor carriers like Kleysen is the strategic direction we're taking to increase our market share in intermodal," said Paul Tellier, CN president and CEO.

Kleysen has prepared for the venture by investing \$5 million in containers and chassis, with plans to invest \$25 million more.

Via Rail News Update

CONRAIL BUYS P&LE INTEREST IN PITTSBURGH SHORT LINE

The Pittsburgh, Chartiers & Youghiogeny Railway will become a wholly-owned subsidiary of Conrail with the purchase by Conrail of the 50 percent ownership share held by

P&LE Properties, Inc. Conrail has held the other 50 percent interest and will be the only remaining shareholder after the purchase is complete.

Service to PC&Y customers will not be affected by the transaction. Conrail will not exercise control over the smaller road until the transaction receives Interstate Commerce Commission approval.

PC&Y is a Class III railroad, performing intermediate and terminal service in the Pittsburgh area.

Via Rail News Update

UNION PACIFIC EXPANDS CAPACITY IN NEBRASKA

Union Pacific is continuing to improve its freight handling capacity, now with construction of about 14 miles of third main line track east of its North Platte, Neb., yard. Earlier, UP put in nine miles of third main track west of the yard. Grading on the new project is expected to begin in December, with completion schedule for spring of 1995.

The line construction is part of a \$267 million program of track and signal improvements undertaken in the '90s to handle increasing traffic volumes, especially coal and intermodal traffic, in the Nebraska-Kansas corridor.

UP calls the 108-mile line between North Platte and Gibbon, Neb., the busiest freight rail corridor in the world, with an average of more than 100 trains per day.

And as another part of its capacity improvement program, UP is also building a 5.4 mile double-track bypass around Hastings, Neb., at a cost of \$30 million, with completion set for next spring.

Via Rail Update

CHICAGO & NORTH WESTERN

Ordered 1,000 5,250 cu-ft capacity covered hopper cars for malt service and 300 3,000 cu-ft capacity covered hopper cars for powdered cement service from Thrall Car. Production began in late 1993 and will continue into 1994. C&NW is also acquiring 65 4,400 hp Dash 9 locomotives from GE Transportation Systems at a cost of \$95.3 million, with 35 to be delivered in third quarter 1993 and 30 in January 1994. They will be used primarily in western coal service.

Via Railway Age

Ed: I hope you have seen photos of the new paint scheme on the Dash 9 units. On Feb 7 I spotted #8663 westbound on NS train #302 in Cleveland. Really sharp.

FRANCE GETS BALL ROLLING ON REFORM OF RAILWAY

French Transport Minister Bernard Bosson announced recently the first stage of what he said would eventually lead to sweeping reforms in the money-losing state railway, Societe Nationale des Chemins-de-Fer Francais (SNCF).

In unveiling a plan to re-examine the company's regional services, Mr. Bosson admitted that he will use the lessons he learned from the recent Air France debacle as he tries to turn around France's public railway, which is expected to lose as much as this year and suffering from severe image problems.

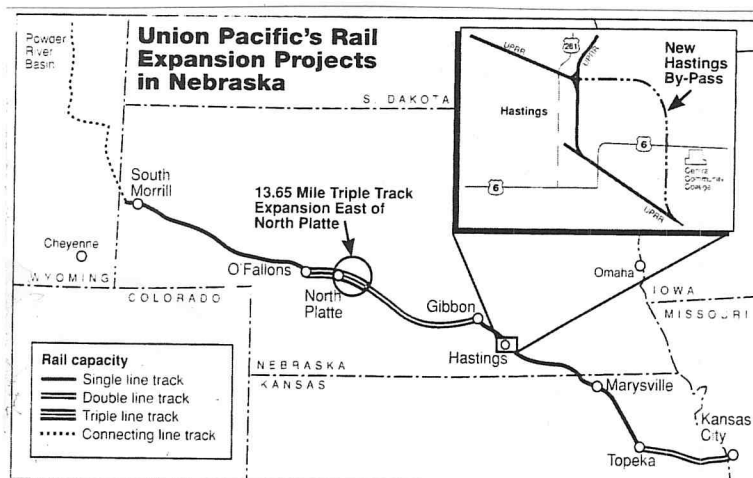
Via CBOT Transportation Newsletter

NORFOLK SOUTHERN TO REDUCE CAPITAL SPENDING IN 1994

Norfolk Southern Corp. will spend \$634 million for capital improvements in 1994, down from \$747 million budgeted for 1993, David R. Goode, chairman, president and chief executive said recently.

"The lower level of capital spending in 1994 is a product of the intense focus we are placing on making the wisest, most efficient use of our assets," Mr. Goode said. "It also reflects the significantly reduced capital needs of our North American Van Line subsidiary following its restructuring."

The railroad is budgeted for \$214 million in rail, crosstie and ballast programs. Other major projects include five new or expanded intermodal facilities and four new bulk distribution facilities.



The budget includes \$82.8 million for new locomotives and \$34.2 million for freight cars, including 326 rapid discharge coal cars and 250 multilevel racks for motor vehicle traffic.

NS also plans to spend \$82.3 million for freight car improvements, including \$46.3 million to rehabilitate 2,750 coal cars.

Via *CBOT Transportation Newsletter*

NORFOLK SOUTHERN

The Bull Sheet, in the January issue, has compiled a list of trains operated on NS across the system. 100 series trains are Interdivisional through trains, 202 to 239 are intermodal trains, 241 to 268 are Triple Crown, 270 to 298 are double-stack trains, and 300 to 464 are intradivisional through trains. The following trains operate through the Decatur - Monticello - Danville - Lafayette area.

- 110 - Decatur to Bellevue
- 121 - Detroit to Decatur
- 122 - Decatur to Detroit
- 145 - St. Thomas (Ont.) to Kansas City
- 146 - Kansas City to St. Thomas
- 181 - Detroit to Wentzville
- 182 - Decatur to Detroit
- 183 - Bellevue to Decatur
- 253 - Detroit to St. Louis
- 254 - St. Louis to Detroit
- 255 - Detroit to Kansas City
- 256 - Kansas City to Detroit
- 257 - Detroit to St. Louis (Sat.)
- 259 - Detroit to Kansas City
- 260 - Kansas City to Detroit
- 268 - Kansas City to Detroit
- 280 - Kansas City to Buffalo
- 317 - Chicago to Decatur-St. Louis (Via IC)
- 318 - Wentzville to Chicago (Via IC)
- 319 - Chicago to Decatur (Via IC)
- 320 - Wentzville to Chicago (GTW)(Via IC)
- 383 - Decatur to Kansas City (UP)

- 384 - Kansas City (SSW) to Decatur
- 401 - Decatur to Federal Yd (Alton)
- 402 - Federal Yard to Decatur (ADM)
- 407 - Frankfort to Decatur
- 408 - Decatur to Frankfort
- 415 - Decatur to Kansas City (ATSF)
- 416 - Kansas City to Decatur
- 437 - Decatur to St. Louis (A&S)
- 438 - St. Louis to Decatur

Several of these trains run with second sections. Intermodal trains, such as the Triple Crown trains, uses "I", such as I56. Others use "M", such as M46. #145 and 146 are the "corporate" trains, hottest on the railroad outside of the Triple Crown trains. Other trains may be delayed but not these two. This spring when the new intermodal yard in Kansas City comes fully on line we expect to see another intermodal train added plus one more Triple Crown.

EMPLOYEES SEEK TO BUY CENTRAL VERMONT

The 366-mile Central Vermont is for sale by owner CN North America, and a management-led Employee Stock Ownership Plan (ESOP) has entered its bid. CN North America, which is also soliciting bids from other qualified operators, plans to announce the new owner in early 1994. The sale is being handled by the Canadian carrier's U.S. holding company, Grand Trunk Corp.

CN North America said the sale is part of its strategy of divesting line segments to regional and short line carriers in Canada and the U.S. "and forging creative marketing and operating arrangements." CV generates around \$20 million in annual revenue, principally in a 325-mile freight and passenger corridor that runs from the U.S.-Canadian border to New London, Conn.

Via *Railway Age*

AMTRAK

Thomas M. Downs was named president and chairman of AMTRAK effective December 7. During his first weeks in office Downs rode the high-speed ICE train, toured several AMTRAK facilities including 30th Street Station, and talked with many rank-and-file employees. He said that his first priority would be "to conduct a detailed review of the budget that examines every financial aspect and operational assumption of the railroad".

Amtrak currently is facing a budget shortfall caused by a decline in ridership and a freeze in its operating subsidy, which has led to maintenance and service cutbacks. Downs also served notice on the motor carriers that Amtrak will go after them for grade crossing accidents caused by truck drivers who break the law. Three major Amtrak derailments occurred in 1993 as a result of truckers disregarding safety rules at crossings, including one near Kissimmee, FL on November 30, the day that Downs' selection was announced.

Fares paid 80 percent of Amtrak's operating costs last year, up from 48 percent in 1981, and its Federal operating subsidy has fallen from \$720 million to \$351 million over the same period. But Amtrak says it needs \$3.9 billion over the next five years for capital improvements such as new locomotives and cars and the rebuilding of stations, shops and equipment, the New York Times reported last month.

Said newly-named President Thomas Downs, "You have to invest in the capital plant, or this railroad will simply die as we know it. We've delivered a more cost-effective railroad in the short run by not funding our capital plant." In observing that in some corridors the airlines can underprice Amtrak, Downs commented that "it can't be pricing that gets us out of this. It's got to be productivity, and a sub-

stantial portion of that comes from better capital investment." Currently, Congress is providing only about \$200 million each year for Amtrak's capital projects.

Amtrak will issue its spring-summer timetables effective May 1, for the first time making up its schedules with a British Rail computer program. The ICE train ran its final revenue trips on December 15 as Metroliners #112 and 123. It was moved to Dundalk Terminal in Baltimore on the 17th for loading on board the ship which returned it to Germany.

All of Amtrak's contracts with the freight railroads include an incentive clause for good performance, except the one with Conrail. A recent article in *Progressive Railroading* details Conrail's reluctance to allow new or expanded passenger operations on its lines. One concern is track capacity. Says Senior VP Charles N. Marshall: "What looks like 'excess capacity' today may disappear over the next several years if we succeed in diverting more traffic from the highways."

Conrail may also insist on unlimited liability protection for new operations, such as that granted by Congress for *VIRGINIA RAILWAY EXPRESS*. A November editorial in the financial paper *Barron's* proposes that Amtrak turn over all of its assets to the freight railroads, and let those roads provide passenger service "at a profit." (Yes, the writer appeared to be serious).

Via Philadelphia Chapter Cinders

CSXT NEW STAGING TRACKS?

A couple of years ago member Bob Gallippi constructed the new staging tracks from the model railroad in the Rossville museum. The modelers use the staging yard to park trains for operating sessions and

then run them through the layout as part of the session. It works quite well.

Now CSXT has a new staging yard in Danville. Business has increased so much on the Chicago to Nashville corridor that there is a shortage of crews. As a result, southbound trains are parked north of RB junction or at Daisy Lane until crews are found. Northbound trains are sometimes held at Daisy Lane but most of the time they are moved through Danville and up No. 2 main to Liberty Lane. On February 6 two northbound trains were moved to Liberty Lane to wait for crews. The local was coming back from Milford and had to be held at Rossville until one of the trains left, almost a 2 hour wait.

There are many mornings that the yard is plugged, the runner is holding a train, No. 2 main north of town has one train parked and the runner south of Brewer to RB Junction is full. Trains are held at Rossville or Dickason Siding to make meets. CP Rail's Soo Line trains are taking a real beating most of the time.



CONRAIL, CSX ACQUIRE AC LOCOMOTIVES; BN ACCEPTS ITS FIRST UNIT

Conrail and CSX Transportation have become the third and fourth major U.S. railroads to order AC Traction locomotives from U.S. locomotive builders.

CSXT will purchase 250 AC units as part of an order for 300 locomotives it placed with GE Transportation Systems. One hundred ninety-seven of the AC units will be rated at 4,400 horsepower, while 53 will be rated at 6,000. The remaining 50 locomotives will be Dash-9-44WC conventionally powered direct current units.

Conrail ordered four AC Traction locomotives as part of an order it has placed for 30 locomotives from Electro-Motive Division of General Motors. In addition to four SD70MI-AC locomotives, Conrail will also receive 26 conventional DC-powered GP60MI units.

CSXT will take delivery of 80 locomotives this year, with the remainder set for delivery by 1997. The first AC units are scheduled for delivery in mid-1994.

Proponents of AC traction say the locomotives offer increased horsepower and traction, meaning fewer locomotives are needed for heavy-hauling freight operations. John W. Basso, vice president-purchasing at CSXT, said that one of the newer locomotives can replace two older units. AC locomotives are believed to provide greater tractive effort than DC locomotives, as well as greater fuel efficiency and lower operating costs.

In addition to CSXT and Conrail, AC locomotives have been ordered by Burlington Northern and Union Pacific. BN recently unveiled the first of 350 AC locomotives it purchased the largest single locomotive order ever.

Via Rail News Update

OPERATION LIFESAVER

Operation Lifesaver, as most of you know, is a nationwide organization dedicated to promoting safety at railway grade crossings. Each year hundreds of people die or are injured at grade crossings across the country. Illinois is one of the states that unfortunately is near the top of the list in death and injuries. Much is due to the amount of trackage in the state and the number of grade crossings, more than one per mile of track.

Mr Don Richardson is the Illinois coordinator for Operation Lifesaver. Illinois Operation Lifesaver promotes safety across the state through a group of dedicated volunteers, many of them present day railroaders. Funds are hard to come by to finance the council. As a result, they need help from groups like ours. The NRHS has become more involved in the program nationwide in the past two years. The national organization has been promoting the idea of chapters and their members giving their time to help the national program.

I have met with Mr. Richardson and offered our help to the state organization. Volunteers may become certified OLS instructors by taking a course given by another certified OLS instructor. Or we may become volunteers to help the state group at displays that they man around the state such as fairs, schools, railroad shows, etc. If you have the time and the interest you may want to volunteer to become certified. If you are like many of us you may want to volunteer in your area to help at shows or schools.

This is something that anyone, whether you live in Effingham or Danville or Champaign, can do. In Champaign OSL and the IC sponsor a train at the McDonalds on Mattis. They always need volunteers to help with the kids. What a great chance to help an organization in need and perhaps save a life in the process.

I would like to know if you are interested in helping the Illinois Operation Lifesaver program. If so, please drop me a note and I will let Don Richardson know you are interested in being contacted to help in your area. Be sure to include your phone number and perhaps the days of the week that you might have available as a volunteer. If you wish to become certified let me know and I will see that Don gets the information.

Rick

CONRAIL

Higher clearances should soon be complete in the New Portage tunnel at Gallitzin, Pa, with the next major project to be the Spruce Creek tunnel east of Tyrone. Both are part of Conrail's \$80 million project to raise the overhead clearances on its Pennsylvania mainline to 20 feet, eight inches, with financial assistance from the State. One Spruce Creek tunnel will be single-tracked and the other abandoned. Conrail has begun clearance work on the Trenton Line near Skillman, NJ.

Conrail has completed work on its project to upgrade 40 old SD40 locomotives to SD40-2 standards at Juniata shop. Units are numbered 6960-6999 and do not sport the "Quality" lettering. The first five of at least 30 ex-CSX GP38's have been overhauled for Conrail at Juniata (#7600-7604). Conrail is expected to receive 40 more C40-8W locomotives from General Electric this year, and plans to over-

haul 210 older units. The railroad also announced last month that it has ordered its first AC-drive locomotives, four 4,000-hp units from Electro-Motive and four 4,400-hp units from GE, for delivery in 1995. EMD will also supply 26 GP60M four-axle locomotives for intermodal service, to be equipped with a new design of isolated cab to reduce noise and vibration. This "Whisper Cab" is similar to the test cab installed last year on SD60M #5544. SW1500 #9608 was spotted in South Philadelphia on December 14 with a newly-applied "Quality" paint scheme.

Conrail estimates that its traffic volume rose last year about three percent above 1992 levels, with intermodal shipments up nearly 20 percent. But the coal business was off around ten percent because of a depressed export market and a long miners strike. The seven-month walkout finally ended in December when United Mine Workers members voted to accept a new five-

year contract with bituminous coal operators. Conrail Chairman James A. Hagen told *Railway Age* that "we expect the 1994 economy to mirror 1993, continued slow growth. However, we remain confident that Conrail will continue to gain market share (and) increase productivity". Conrail's stock on Wall Street closed out 1994 at 66 7/8, close to its all-time high of 67 1/2. That equates to 133 3/4 per share before the 1992 two-for-one split, up from 28 when the railroad carried out its initial public offering in 1987.

Conrail last month announced a second voluntary early retirement program for non-union employees age 55 and older. About 400 employees, 11 percent of the non-union work force, are eligible, and the railroad expects at least two-thirds to accept. In a similar program four years ago, some 90 percent of those eligible took the "buyout".

Via Philadelphia Chapter Cinders

MEETING MINUTES - JANUARY 20, 1994

PALMER BANK

Meeting opened at 7:32 P.M., President Larry Prosser presiding. One guest was present, Mr. Bill Sherman of Danville. He saw an article about Bill Darner in the newspaper and got in contact with him about our group. Secretary's report read and approved. Treasurer's report read and approved.

OLD BUSINESS

The Model Railroad Show Committee had met prior to the regular meeting, and Chairman John High presented their decisions. Thanks to the efforts of Allen Cooke, the show this fall will move to the Danville High School Field House on Jackson St. The date will be November 19, on Saturday only. This keeps the show on the weekend before Thanksgiving, but avoids losing dealers to the Bloomington show on Sunday. There will be no cost for the room, tables and chairs will be handled by the High School staff and the DHS Boosters Club will provide concessions.

NEW BUSINESS

Bill Darner reported that the Danville Care Nursing Home has asked for help in rebuilding a model railroad at their facility that was poorly built by maintenance personnel. This would be good publicity for our group. Several members volunteered to take this on, and after it is complete will have newspaper article written. Larry will coordinate our efforts. He and John High did a Christmas show for kids last December at the Illini Union in Urbana.

GOOD OF THE ORDER

The Terre Haute Model Show is coming soon in early February. The Urbana Show at Lincoln Square will be March 26th and 27th. The new store Herbergers is moving in and renovations will be under way. There will be less space available, according to Rick Schroeder.

Meeting adjourned at 8:00 P.M. Slide program by Rick Schroeder.

ICC TO CONSIDER TRACKAGE RIGHTS IN UP-CNW

The Interstate Commerce Commission will consider requests from several western railroads opposing Union Pacific Railroad's plan to control Chicago and North Western Transportation Co. If granted, the requests could hamper UP's effort to take control of the smaller railroad. It already owns 30% of CNW's outstanding stock.

In a December 29 order, the ICC accepted petitions by KCS, SP and Chicago, Central and Pacific Railroad

asking for broad rights to operate over lines of UP and CNW. " We consider these conditions opportunistic and totally unjustified," said a spokesman for Union Pacific. "There is no connection between these conditions and any conceivable competitive harm. If the conditions are granted, they are so onerous to us they would outweigh any benefit to the deal." "SP wants the world and KCS wants a continent or two," said one Washington observer.

The ICC action is procedural only committing the ICC to consider the applications. The ICC is historically reluctant to impose conditions. The UP dominates the western railroad

scene and the SP is strongly opposing the transaction. The SP is looking to extend its trackage rights over the former MP lines now served by UP and trackage rights and haulage rights to bridge between CNW in the north and its lines south of Kansas City.

KCS wants to "renovate" its current haulage rights over UP lines in Kansas City, Mo.; Lincoln and Omaha, Nebraska ; Council Bluffs, Iowa and Atchison and Topeka, Kansas

Via COBT Transportation Newsletter

IC REVAMPS OPERATING DEPARTMENT

The Illinois Central Railroad has divided its operating department into two geographic units to create a structure more responsive to customer needs. Three new positions have been created, each reporting to John McPherson, vice president operations.

David Kelly, formerly vice president and chief engineer, was named vice president, maintenance, responsible for engineering systems, locomotive maintenance and freight car maintenance and management. He succeeds Henry Chidgey, who resigned last year to join Southern Pacific Rail Corp.



Tom Utroska, formerly chief transportation officer, was named regional manager of the Northern Region headquartered in Homewood, Illinois. Ed Harris, formerly superintendent of transportation, was named regional manager of the Southern Region headquartered in Jackson, Mississippi.

Via COBT Transportation Newsletter



AMTRAK MOTIVE POWER ROSTER

(Corrected to September 1, 1993)



ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS	NOTES
7	45-ton	GE	1941	300	B-B	1	
6	65-ton	GE	1942	470	B-B	1	
64-69	RIG Turbo*	AMF/AMTK	1974-75	1140	B-2	6	1
104, 106, 107	R33C	Alco/AMTK	1951	1200	B-B	3	2
150-163	RTL Turbo*	Rohr	1976	1140	B-2	14	
192-199	GP40H*	GHD	1966	3000	B-B	8	3
200, 201	F40PH*	EMD	1976	3000	B-B	2	
202	F40AC*	EMD/AMTK	1976	3000	B-B	1	1, 4
203-235, 237-245, 247-271, 273-365, 367-409	F40PH*	EMD	1976-88	3000	B-B	204	
410-415	F40PH*	GHD	1978	3000	B-B	2	5
450, 451	F59PH-AC*	EMD	1989	3000	B-B	6	6
484-489	FL9*	EMD	1957	1750	B-1A	2	7
500-519	P32BH*	GE	1991	3200	B-B	20	
530-539	NP15	EMD	1975	1500	B-B	18	8
550-567	SS81200	EMD/ATSF	1939-59	1200	B-B	18	9
576-598	CF7	EMD/ATSF	1949-56	1500	B-B	19	10
600-610	EMD04*	GE/AMTK	1974-76	6000	C-C	11	11
620, 621	EMD04*	GE	1974	6000	C-C	2	11
732, 736-738, 742, 743	SM1	EMD	1942-50	600	B-B	4	12
747-750	SM8	EMD	1951-53	800	B-B	6	
760	GP7	EMD	1952	1500	B-B	1	
764-768	GP9	EMD	1954	1750	B-B	5	
769	GP7	EMD	1952	1500	B-B	1	
770	GP9	EMD	1957	1750	B-B	1	
771-783	EMD/GHD	EMD	1950-53	1500	B-B	13	
800-845	P40BH*	GE	1993-94	4000	B-B	46	
901, 902, 904-953	AH-7*	EMD	1980-88	7000	B-B	52	13, 14

* - Equipped with head-end power

TOTAL AMTRAK UNITS 463

BUILDER ABBREVIATIONS

- Alco - American Locomotive Company/Alco Products, Inc.
- AMTK - Amtrak
- AMF - AMF Frangepo (France)
- ATSF - Atchafson, Topeka & Santa Fe Railway
- BMD - Electro-Motive Division, General Motors
- GE - General Electric Company
- GHD - General Motors Diesel, Ltd. (Canada)
- Rohr - Rohr Industries, Inc.

SOURCES

- Extra 2200 South Magazine
- Jersey Central Chapter: NEWS NEWS
- El Simon
- Cinders Staff
- Dayton Railway Historical Society

FRA CLASSES OF TRACK EXPLAINED

The Federal Railroad Administration has, for regulatory purposes, classified railroad track into seven categories, based on the construction and condition of that track. These classes are often referred to but not often explained, so Cinders herewith will clear up any confusion that its readers may have:

Class	Maximum Train Speed (MPH)	Passenger	Freight
1	110	15	10
2	80	15	10
3	60	15	10
4	40	15	10
5	25	15	10
6	20	15	10
7	10	15	10

In addition, certain industrial and yard tracks which fail to meet Class 1 standards are classified as "Excepted Track," on which freight trains are permitted to operate only at restricted speed not exceeding ten mph, not more than five cars of placarded hazardous materials may be handled in a train and no revenue passenger trains may be operated. Individual railroads, of course, may impose other restrictions or maximum speeds lower than those shown above as they see fit.



Conrail Locomotive Roster

(Corrected to December 15, 1993)



ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS	NOTE
1000-1023	MT4	Alco	1957	1500	B-B	24	1
1100-1128	MT6	Alco	1958	1500	C-C	29	1
1600-1699	GP15-1	EMD	1979	2250	B-B	100	
1900-2023	R23-7	GE	1978-79	2250	B-B	117	
2030-2040	R30-7R	GE	1972	2250	B-B	11	2
2175, 2185	GP30	EMD	1962	2250	B-B	2	3
2255-2364	GP35, 35M	EMD	1963-65	2500/2250	B-B	21	
2800-2816	R23-7	GE	1977	2250	B-B	17	
3001-3274	GP40-2	EMD	1965-69	3000	B-B	41	3
3275-3403	GP40-2	EMD	1973-80	3000	B-B	127	
3626-3688	GP35, 35M	EMD	1964-65	2500/2250	B-B	8	
4020-4022	EA	EMD	1951-52	2400	A1A-A1A	3	4
5000-5039	R36-7	EMD	1983	3600	B-B	58	
5060-5089	B40-8	GE	1988	4000	B-B	30	
5500-5574	SD60M	EMD	1993	3800	C-C	75	
6000-6021	C39-8	GE	1986	3900	C-C	22	
6025-6049	C40-8	GE	1989	4000	C-C	25	
6050-6229	C40-8M	GE	1990-93	4000	C-C	180	
6241-6357	SD40	EMD	1966-71	3000	C-C	70	
6358-6524	SD40-2	EMD	1977-79	3000	C-C	165	
6550-6599	C30-7A	GE	1984	3000	C-C	50	
6600-6609	C30-7	GE	1977	3000	C-C	10	
6610-6619	C32-8	GE	1984	3150	C-C	10	6
6620-6644	C36-7	GE	1985	3750	C-C	25	
6654-6666	SD45-2	EMD	1972	3600	C-C	13	
6670-6834	SD50	EMD	1983-86	3500/3600	C-C	135	
6840-6857	SD60	EMD	1984-89	3800	C-C	28	
6900-6918	U23C	GE	1970	2250	C-C	18	
6925-6939	SD38	EMD	1970	2000	C-C	35	
6960-6999	SD40-2	EMD	1966-71	3000	C-C	40	7
7513-7597	GP10	EMD	1955-59	1850	B-B	75	
7600-7604	GP38	EMD	1967	2000	B-B	5	9
7635	GP38	EMD	1965	2000	B-B	1	10
7656-7939	GP38	EMD	1969-71	2000	B-B	147	
8040-8281	GP38-2	EMD	1972-79	2000	B-B	235	
8632-8720	SM900	EMD	1955-63	900	B-B	15	
8922-9140	SM9	EMD	1951-53	1200	B-B	16	
9315-9381	SM1200	EMD	1956-63	1200	B-B	49	
9400-9424	SM1001	EMD	1973	1000	B-B	25	
9500-9620	SM1500	EMD	1966-73	1500	B-B	116	

TOTAL CONRAIL UNITS = 2173

BUILDER ABBREVIATIONS

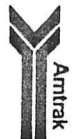
- Alco - American Locomotive Company/Alco Products, Inc.
- CR - Conrail
- BMD - Electro-Motive Division, General Motors Corp.
- GE - General Electric Company
- HK - Morrison Knudsen Corp.
- PNC - Precision National Corp.

SOURCES

- Conrail
- J B Kirk
- Cinders Staff

CINDERS

January, 1994



AMTRAK MOTIVE POWER ROSTER

(Corrected to September 1, 1993)



ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	ARRANGEMENT	WHEEL	TOTAL UNITS	NOTES
7	45-ton	GE	1941	300	B-B	B-B	1	
9	65-ton	GE	1942	470	B-B	B-B	1	
64-69	RIG Turbo*	ANF/AMTK	1974-75	1140	B-B	B-2	6	
104, 106, 107	R33C	Alco/AMTK	1951	1200	B-B	B-2	3	
150-163	RTL Turbo*	Rohr	1976	1140	B-2	B-2	14	
192-199	GP40H*	GMD	1966	3000	B-B	B-2	3	
200, 201	F40PH*	EHD	1976	3000	B-B	B-2	2	
202	F40AC*	EHD/AMTK	1976	3000	B-B	B-2	1	1, 4
203-235, 237-245, 247-271, 273-365, 367-409	F40PH*	EHD	1976-88	3000	B-B	B-2	204	
410-415	F40PH*	EHD	1978	3000	B-B	B-2	5	
450, 451	F69H-AC*	EHD	1989	3000	B-B	B-2	2	
484-489	Fly*	EHD	1957	1750	B-B	B-1A	6	
500-519	P32BH*	GE	1991	3200	B-B	B-2	7	
530-539	MP15	EHD	1975	1500	B-B	B-2	20	
550-557	SS81200	EHD/ATSF	1939-59	1200	B-B	B-2	10	
576-588	CF7	EHD/ATSF	1949-56	1500	B-B	B-2	18	
600-610	EO4MA*	GE/AMTK	1974-76	6000	C-C	C-C	10	
620, 621	EO4CP	GE	1974	6000	C-C	C-C	11	
732, 736-738, 742, 743	SM1	GE	1942-50	600	B-B	B-2	2	
747-750	SM8	EHD	1951-53	800	B-B	B-2	4	
760	GP7	EHD	1952	1500	B-B	B-2	4	
764-768	GP9	EHD	1954	1750	B-B	B-2	5	
769	GP7	EHD	1952	1500	B-B	B-2	5	
770	GP9	EHD	1952	1750	B-B	B-2	1	
771-783	GP7	EHD	1957	1750	B-B	B-2	1	
800-843	P40H*	EHD/GMD	1950-53	1500	B-B	B-2	13	
901, 902, 904-953	ACH-7*	GE	1993-94	4000	B-B	B-2	1	13, 14
			1980-88	7000	B-B	B-2	52	
							TOTAL AMTRAK UNITS	463

* - Equipped with head-end power

ROAD NUMBERS

- NOTES**
- 1 - Rebuilt at AMTK Beech Grove (IN) shop
 - 2 - Repowered with EMD 645 engine
 - 3 - Purchased from GO Transit 1998
 - 4 - Equipped with Brown BOVERI AC traction motors (Unit leased out)
 - 5 - Purchased from GO Transit 1990
 - 6 - Returned to EMD ownership 1993 (Assigned to ICE train tour)
 - 7 - Rebuilt by EMD at Lake Erie 1993, refurbished by
 - 8 - Purchased from Pittsburgh & Lake Erie 1993, refurbished by
 - 9 - Purchased from Pittsburg & Lake Erie 1993, refurbished by
 - 10 - Rebuilt by AMTK at Cleburne (TX) from MP2's, SM1200's
 - 11 - Rebuilt by AMTK at Cleburne (TX) from F3A's, F3A's
 - 12 - Acquired from AC electric operation
 - 13 - New locomotives currently being delivered
 - 14 - No. 819 destroyed in wreck September 22, 1993

BUILDER ABBREVIATIONS

- Alco - American Locomotive Company/Alco Products, Inc.
 - AMTK - Amtrak
 - ANF - ANF Frangeco (France)
 - ATSF - Atchafalaya, Topeka & Santa Fe Railway
 - BBD - Electric-Motive Division, General Motors
 - GE - General Electric Company
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Class	Maximum Train Speed (MPH)	Freight	Passenger
1	10	10	15
2	25	25	30
3	40	40	60
4	60	60	80
5	80	80	90
6	80	80	90
7	110	110	110

In addition, certain industrial and yard tracks which fail to meet Class 1 standards are classified as "Exempted Track," on which freight trains are permitted to operate only at restricted speed not exceeding ten mph, not more than five cars of placarded hazardous materials may be handled in a train and no revenue passenger trains may be operated. Individual railroads, of course, may impose other restrictions or maximum speeds lower than those shown above as they see fit.



Conrail Locomotive Roster

(Corrected to December 15, 1993)

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1100-1128	MT6	Alco	1958	1500	B-B	B-B	29	
1600-1699	GP15-1	EHD	1979	1500	B-B	B-2	1	
1900-2023	R23-7	GE	1978-79	2250	B-B	B-2	100	
2030-2040	R30-7R	GE	1972	2250	B-B	B-2	117	
2175, 2185	GP30	EHD	1962	2250	B-B	B-2	11	
2255-2354	GP33, 35M	EHD	1963-65	2250	B-B	B-2	2	
2800-2816	R23-7	GE	1977	2250	B-B	B-2	21	
3001-3274	GP40	EHD	1965-69	3000	B-B	B-2	17	
3275-3403	GP40-2	EHD	1973-80	3000	B-B	B-2	41	
3626-3688	GP33, 35M	EHD	1964-65	2500/2250	B-B	B-2	127	
4020-4022	EA8	EHD	1951-52	2400	B-B	B-2	8	
5000-5059	B36-7	GE	1983	3600	B-B	B-2	3	
5060-5089	B40-8	GE	1988	4000	B-B	B-2	58	
5500-5574	SD60M	EHD	1993	3800	B-B	B-2	30	
6000-6021	C39-8	GE	1986	3900	B-B	B-2	75	
6025-6049	C40-8	GE	1989	4000	B-B	B-2	22	
6050-6229	C40-8M	GE	1990-93	4000	B-B	B-2	25	
6241-6357	SD40	EHD	1966-71	3000	B-B	B-2	180	
6358-6524	SD40-2	EHD	1977-79	3000	B-B	B-2	70	
6550-6599	C30-7A	GE	1984	3000	B-B	B-2	165	
6600-6609	C30-7	GE	1977	3000	B-B	B-2	50	
6610-6619	C32-8	GE	1984	3150	B-B	B-2	10	
6620-6644	C36-7	GE	1985	3750	B-B	B-2	25	
6654-6666	SD45-2	EHD	1972	3600	B-B	B-2	13	
6700-6834	SD50	EHD	1983-86	3500/3600	B-B	B-2	135	
6840-6857	SD60	EHD	1984-89	3800	B-B	B-2	28	
6900-6918	U23C	GE	1970	2250	B-B	B-2	18	
6925-6959	SD38	EHD	1970	2000	B-B	B-2	35	
6960-6999	SD40-2	EHD	1966-71	3000	B-B	B-2	40	
7513-7597	GP10	EHD	1955-59	1850	B-B	B-2	7	
7600-7604	GP38	EHD	1967	2000	B-B	B-2	5	
7635	GP38	EHD	1965	2000	B-B	B-2	5	
7656-7939	GP38	EHD	1969-71	2000	B-B	B-2	147	
8040-8281	GP38-2	EHD	1972-79	2000	B-B	B-2	235	
8632-8720	SM900	EHD	1955-63	900	B-B	B-2	15	
8822-9140	SM9	EHD	1951-53	1200	B-B	B-2	16	
9315-9381	SM1200	EHD	1956-63	1200	B-B	B-2	49	
9400-9424	SM1001	EHD	1973	1000	B-B	B-2	1	
9500-9620	SM1500	EHD	1966-73	1500	B-B	B-2	116	
							TOTAL CONRAIL UNITS =	2173

TOTAL CONRAIL UNITS = 2173

NOTES

- 1 - Sting units converted by CR, GE 1978-79
- 2 - Rebuilt by GE from U28's 1989 (acquired from Monongahela Ry.)
- 3 - Restored to active roster following retirement
- 4 - Assigned to office car specials
- 5 - Retired units
- 6 - Retired units restored to active roster following retirement
- 7 - Rebuilt by CR from GP40's 1979-79
- 8 - Rebuilt by CR from GP28's 1993 (acquired from CSX)
- 9 - Converted by CR from GP28's 1993 (acquired from CSX)
- 10 - Rebuilt by CR from GP35 1984

- BUILDER ABBREVIATIONS**
- Alco - American Locomotive Company/Alco Products, Inc.
 - EHD - Electric-Motive Division, General Motors Corp.
 - GE - General Electric Company
 - MK - Morrison Knudsen Corp.
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- SOURCES**
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CINDERS

January, 1994