

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

The **DANVILLE FLYER** is published monthly by the **DANVILLE JUNCTION CHAPTER** of the **NATIONAL RAILWAY HISTORICAL SOCIETY** for its members and other interested persons.

The **DANVILLE JUNCTION CHAPTER, NRHS**, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$12.00 for Chapter membership in addition to \$14.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July, August and December) at the Palmer American National Bank, corner of Vermilion and Main St., downtown Danville, Il. beginning at 7:30 PM Central Time.

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Our 27th Year

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Illinois Association of Museums

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COMING EVENTS

February 16, 1995

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

February 12, 1995

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

February 19, 1995

Peoria Train Fair, Illinois Central College at Route 116 & 24. 11 AM to 3 PM, admission \$2.

March 25/26, 1995

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

see flyer this issue for more details and hours of operation.

March 5, 1995

Kankakee Model Railroad Club Trains Show and Swap Meet, Governor Small Memorial Park, S. 8th St. Kankakee, IL 9 AM to 3 PM, \$2

April 1/2, 1995

Annual meeting of the Illinois Terminal Historical society at the Days Inn on Gilbert St. Swap tables, displays, annual meeting and dinner

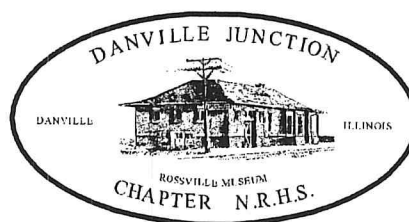
plus tours.

April 22, 1995

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

June 27 to July 2, 1995

60th Anniversary NRHS convention, Lancaster, PA. Details of the events for the week will be in the mail this month. Start planning now to attend. Great place to plan your vacation around, especially for the family.



1995 DUES ARE DUE!

For some members your dues renewal, second notice, is in this issue of the FLYER. Only one more issue will be mailed to you.

Send your dues renewal to Allen Cooke and remain a member of the Chapter and the Museum for 1995. As you know, the cost of mailing has gone up this year. Remember, of your \$12 in dues about \$4 goes to postage for mailing. With the recent increase in rates we will hold to the March issue being your last. Keep on the list and renew now.

BARGE LINES MAY AFFECT RAIL TRANSPORT

Several small ports along the east coast of Lake Michigan are hoping to cash in with a plan to bring river barges to the lake. The plan, similar to one implemented in 1993 on the lake's west coast for traffic from the Port of Chicago to the Port of Milwaukee, is likely to win approval from the U.S. Coast Guard by spring.

A group of carriers, shippers and other business interests in Michigan already have won approval from the American Bureau of Shipping. If the Coast Guard accepts the ABS decision, barges will hug the Lake Michigan coast by spring. The Coast Guard now allows three-barge tows hauling non-hazardous materials to ply the 100 miles between Chicago and Milwaukee. The tows cannot operate during storm and must hug the coastline. A group of carriers have already applied for approval on two separate routes. The first would allow river barges to enter Lake Michigan at the Calumet

River near the Port of Chicago and head north to Benton Harbor. The second route is an extension of the first and would allow barges to continue to the Michigan ports of Holland, Grand Haven and Muskegon.

In the Benton Harbor area there are several businesses that now receive materials by rail or truck. If the new routes are approved they will switch to barge shipping. Investors are considering building a steel-processing plant near Benton Harbor and the barges would supply the facility from the Chicago area. A big supporter of the service is Continental Grain Company that presently operates 30 barges in the Milwaukee service. In 1993 the Port of Milwaukee handled 75,000 tons of freight with this year expected to double.

CBOT Newsletter.

RAILROAD SLANG - PART 2

How did you do last month with the slang questions? I'm sure everyone got them right and didn't look at the answers. We continue this month with some additional slang terms.

1. Bend the Iron
2. Brass Pounder
3. Car Whacker
4. Dancing on the Carpet
5. Dog House
6. First Reader
7. Head Man
8. Hot Footer
9. Monkey House
10. Rubberneck

The answers may be found on page 6 of this issue. Remember, don't peek.

CHICAGO TOUR

We are exploring the possibility of being a part of a tour to a Chicago rail facility that is sponsored by another historical society. The tour is tentatively set up for May 6-7, 1995.

I can't give you the name of the organization or the location yet, but I am interested in knowing how many might be able to attend should there be room for some of us to fill out their tour. The size of the group will be limited so we may only have a limited number of slots to fill, in other words, first come first serve.

Please drop me a note if interested so I can determine the number that might attend. Members of the chapter and museum only.

Rick

RAILROADS RECORD OUTSTANDING YEAR

You read in the new media that the economy is growing slowly and that the Feds keep raising the interest rate to keep inflation in check. We also still read about layoffs and the general cutback in jobs by big corporations. One part of the economy that never receives news for the general public is how the railroad industry does each year.

This year every category was above a 5 percent increase from the previous year. In carloadings 1993 saw 261,716 for the last week of the year. In 1994 that jumped 8.3 percent to 283,365 for a normal slow time of the year. For the total year carloadings were up 6.1 percent to 17,884,209.

Intermodal went one better. During the last week of the year there was a 12.7 percent gain from the

Continued on Page 3

CONRAIL

Conrail has a new train to Indianapolis and changes on two others. New is BSIN from Buffalo Senaca Yard to Indianapolis. It usually comes in on second trick. BSIN was established to move auto parts, but I'm not sure if that's all it does. At first, it was running about 30 cars, but Bob said a train the other night had 60 cars. CR is still running BUIN. The eastbound mid-afternoon train INTO (Indy to Toledo) has been replaced by third trick train BNST (Burlington Northern - St. Louis to Sterling, MI), a new companion train to STBN.



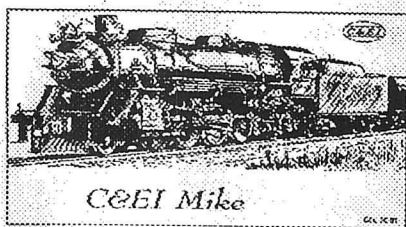
The other change involves one of the two pairs of INEL/ELIN trains that ply the Dow Secondary and Marion Branch.

The one pair now runs as INGR/GRIN with the "GR" standing for Grand Rapids. Previously, INEL/ELIN ran as "A" and "B" sections. With the symbol change, the "A" and "B" designations have been dropped, we now have INEL/ELIN and INGR/GRIN, which ought to bring a smile from a dispatcher trying to remember which section he had been talking to, pun intended.

Via Indy Railfans.

Rumor had it that Conrail's AC Tower in Marion, OH was to close at the end of December. Apparently, it has escaped that deadline, but Bob McCord says mid-January is the new target closing date. AC's demise would leave IU as the sole surviving tower on the Indianapolis Line.

Via Railfan Rambles



105,291 loadings in 1993 to 118,701 in 1994. This is 12.7 percent more trailers off the highways. For the year loadings went from 7,156,628 in 1993 to 8,167,166 in 1994 for a gain of 14.1 percent. This trend has been the same for the last 5 years with this years gain one of the largest.

Revenue was also up from 1,106.7 billion in 1993 to 1,202.7 billion in 1994 for a 8.7 percent increase. This proves that the railroad industry is healthy and moving ahead to capture more traffic from other forms of transportation. This is the reason that we are seeing many rail lines reach capacity and the railroads spending money to add additional track in several locations. Expectations are for this to continue for several years.

So the next time one of your friends says the railroads are dying (as your editor was told around Christmas time) just come back with these figures.

AAR R&T TO CONSOLIDATE AT PUEBLO

One of the cost-cutting moves that the Association of American Railroads has been considering as part of its reorganization is the consolidation of the Chicago Technical Center with the Transportation Test Center at Pueblo, Colo., which the AAR operates under a long-term contract. At its November meeting, the AAR Board of Directors approved in principle a plan to consolidate at Pueblo, subject to a final cost-benefit analysis and the negotiation of a satisfactory contract with the Federal Railroad Administration, which owns the TTC.

This decision comes on the heels of the AAR Boards' approval of an overall \$15.2 million budget cut, which amounts to about 22% of the 1994 budget.

Preliminary analysis indicates that consolidation will cost about \$5 million, with a two and one half to three year payback. The savings will come from the elimination of about 20 primarily administrative positions within the Research and Test Department. "We're going from a total staffing level of 1280 to about 260 after the budget cuts," says Roy Allen, vice president of the Research and Test department.

The move from Chicago to Pueblo will require little in the way of building at the TTC. The bearing-test machines, dynamometer and the air brake lab will likely be housed in existing buildings at the TTC. The AAR has not yet determined whether the track lab equipment will be set up as an indoor or outdoor facility.

The AAR Board will give the move final approval, if conditions have been met satisfactorily, at its next meeting in January. If approved, the move will be completed by the end of 1995. "We have to carefully plan when we move the equipment so that we do the least amount of disruption to the research program," Allen says. "But we would hope to get the bulk of the moving done by June or July."

Via Railway Track and Structures

ABANDONED TRACKS LOOKING USEFUL AS FREIGHT VOLUME SOARS, RAILS SAY

During the 1980's, U.S. railroads embarked on a downsizing binge and unloaded 52,000 miles of track they considered unnecessary.

Many now wish they had kept some of it.

For the first time in nearly two decades, American railroads face the challenge of carrying a rising

volume of freight. But the extra traffic has overburdened their lines, rail executives told shippers at the National Industrial Transportation League's annual meeting in San Antonio, Texas.

After the 1980 passage of the Staggers Act, railroads emerged from the dark, money-losing 1970's into the harsh light of open competition. They adapted so well that they're now setting records for car-loads.

Every 3.8 seconds, a truck trailer is taken off the highways and placed on the rails, said Henry D. Watts, executive vice president of marketing at Norfolk Southern Corp.



Today, two thirds of finished automobiles are shipped to dealers by train. Railroads haul 80% of all

traffic in certain intermodal lanes, he said.

However, faced with increased traffic and ever busy tracks, railroads are now dusting off old route maps that became obsolete when they either sold or abandoned unprofitable branch lines. Desperate for added capacity, carriers are calculating the costs of refurbishing these lines.

In many instances, railroads are repairing dormant lines where rails have aged but otherwise remain intact. But in rare cases, it means relaying track that was torn up years ago when many double-tracked routes were made single.

Under pressure to increase its transcontinental volume Burlington Northern Railroad is weighing reopening its Stampede Pass tunnel in Washington state, which was closed in the 1980's, said Ronald Rittenmeyer, executive vice president of BN's Merchandise Business Group.



BN's main east-west route passes through the Cascade Tunnel in Washington state, North American's longest rail tunnel.

With a length of seven miles, between-train waits are 45 minutes, required so that giant fans can clear the tunnel of locomotives fumes. Reopening Stampede Pass would give BN badly needed capacity.

Rising coal volume has also led BN to double track its central corridor from Wyoming's Powder River Basin to alliance, Nebraska. In other areas experiencing heavy traffic, the carrier is eyeing the reactivation of unused branch lines, Mr. Rittenmeyer said.

But double or triple tracking, or even constructing a new line, should be the last resort because it costs about \$1 million a mile, said Steven Marlier, senior vice president and chief marketing officer at Atchison, Topeka and Santa Fe Railway.

Looking to avoid the expense of laying new track, Santa Fe found one way to boost capacity on some jammed lines by increasing train speeds, which maintained safety by resignaling, Mr. Marlier said.

But not all capacity problems can be solved with new track or faster trains.

In some areas, narrow rights-of-way hinder new track laying, or higher speeds are thwarted by commuter lines that share freight tracks in many metropolitan regions, said Gordon H. Kuhn, senior vice president of core services at Consolidated Rail Corp.

Attempts by some carriers to improve train flow can be blocked by politics. Santa Fe wanted to relocate an auto terminal in the Los Angeles area on 40 acres of land it wanted to buy from an aerospace company, but local officials prevented the sale.

"They said they didn't want trucks from the terminal running in their city," Mr. Marlier said.

But railroads can help their cause by asking shippers to explain their needs, which eases planning for railcar and locomotive use. They can also help increase capacity by dispatching trains past congested yards and using blocks of cars from different industries and areas, Mr. Rittenmeyer said.

But even with railroads estimated to increase their volume 30% by the year 2000, the general feeling is that the industry will continue to suffer capacity pains.

While some railroads may face constraints in boosting capacity, they can avoid future congestion in heavily populated areas by advising shippers to locate new plants away from lines now shared

by commuter lines, Mr. Kuhn said.

"People seem not to like having trains passing through their towns at night," Mr. Rittenmeyer said.

Via CBOT Transportation Newsletter

ICC APPROVES UP'S TAKEOVER OF CNW RAIL

The Interstate Commerce Commission gave the Union Pacific Corp. a virtual free ride, approving the rail carrier's request to assume control of the Chicago & North Western Transportation Co. without having to make concessions to rival railroads.

The UP had asked for permission to convert its CNW nonvoting common stock into voting shares. UP, which already owns 29.5% of CNW's stock, needed government approval because that voting percentage would give it control of the smaller carrier.

The CNW, the nation's eighth-largest railroad, operates 5,337 miles of track over eight Midwestern states. It reported revenue of \$838.9 million in 1993.

The ICC unanimously approved the transaction at the same time denying a trainload of conditions that rival railroads, rail labor and state transportation agencies wanted imposed.

The only condition the ICC placed on the UP's control was relief for the Soo Line from a decades-old dispute with the CNW over third-party access to portions of two rail lines leading into Kansas City.

Control of the CNW will allow the Union Pacific to coordinate all freight movements and rates originating in CNW territory that currently move over competing lines controlled by the Southern Pacific, Kansas City Southern and others. Barring adverse weather conditions, that traffic now will move via UP to the West and Gulf coasts.

UP spokesman John Bromley said the railroad "is very pleased with the ICC decision. The CNW has always been a vital link for our customers, and this ruling will allow us to more closely coordinate our operations."

Mr. Bromley said that the ICC's approval of the Soo Line condition was "a little bit puzzling, but minor," and that the UP would look into its implications.

Acceptance of the transaction by the ICC, in effect, allows a merger without UP having to absorb CNW debt. UP, which already has much of what it wants from the CNW - movement of coal traffic and access to Chicago - will place two directors on the CNW board.

ICC Commissioner J.J. Simmons said he feared the Commission was "being spoon fed" a merger by the

UP. But he was assured by David Konschnik, ICC Office of Proceedings director, that an actual merger would fall under the preview of the Commission.

Some have speculated that at some point down the road, when the CNW's debt is reduced, UP will merge with it.

The Commission's approval of the UP/CNW proposal was a blow to Southern Pacific Rail Corp., which has vociferously opposed UP from the beginning.

"We believe there are serious anti-competitive problems (with the control approval) that the Commission did not evaluate," said SP spokesman Mike Furtney. Without elaborating, he said that the SP "is looking at its options" in the wake of the ICC decision.

The Commission's first order of business was to deny SP's request that its ruling be delayed pending the outcome of UP's attempted takeover of Atchison, Topeka & Santa Fe Railway Corp.

UP and Burlington Northern are locked in a high stakes bidding war for the Santa Fe.

Union Pacific, the nation's largest railroad in terms of revenue, has made a hostile \$3.3 billion bid for Santa Fe. BN, ranked NO. 2, has offered a friendly \$3.2 billion merger.

The board of directors of Santa Fe, the seventh-largest U.S. railroad, is talking with BN and other investors about a possible leverage buyout.

The SP, along with rail labor unions, had argued that if UP emerges victorious in its battle for Santa Fe, its absorption of the prize, added to its control of the CNW, will create an anti-competitive monolith.

The ICC turned a deaf ear to that pleading - its attorneys said that the

Commission is bound by federal law to react only to actual mergers, not hypothetical.

The ICC then proceeded to reject each of the conditions SP had requested be placed on UP's control of the CNW.

SP had asked for extensive haulage and trackage rights, along with direct access to the Union Electric Co.'s plant at Labadie, MO, and access to CNW's Global I and Global II intermodal facilities in Chicago.

Santa Fe also requested, and was denied, access to the Global facilities in return for the control approval.

The Commission denied requests from Chicago Central & Pacific for conditions and trackage rights. Conditions requested by the Iowa, Minnesota and South Dakota department of transportation - including Iowa's request that all existing rates and routes be maintained for five years regardless of the control approval - were rejected as well.

Via CBOT Transportation Newsletter

CHAMPAIGN NEWS

On January 18th the IC closed the north end of the south yard (A Yard) to replace several switches on the lead. The tracks were closed for about 48 hours while crews replaced the turnouts. All north-bound trains, except for piggyback and unit trains, enter the A yard for reclassification. During the closure the trains were made up in C yard. They had to make up the trains in reverse order and then move the motive power to the north end to leave town.

Recently the Soo Line (CP Rail) wanted to give the IC several grain trains to run to the gulf ports. The IC, being short of motive power, told the Soo Line that if they kept CP power on the train they would run them south. Starting on the 14th of



January the first Soo SD60's lead a grain train south out of Champaign. How long this will last is not known. On January 24 CP #779 in new scheme and Soo #6022 were on the point of a southbound grain train.



The SD70 demonstrators are still running on the property (as of Jan 24). The IC had approached GE about using demonstrators but the company said that they would provide units providing the IC signed a purchase agreement. EMD was quick to furnish the all EMD road units #7000 and 7002 to use and for a month the two units have been spotted on the mainline on various trains. In early January the IC ran the units separate combined with other IC power.

Walt Baselt and Bruce Bird

RAILROAD SLANG - PART 2

The Answers

1. To change the position of a switch
2. A telegraph operator
3. A car repairman
4. Called to the superintendent's office for investigation or discipline.
5. Caboose
6. Conductor' Train Book
7. The brakeman who, on freight trains, rides the engine
8. Engineer or conductor in switching service who is always in a hurry.
9. Caboose
10. Observation Car

How did you do? Watch next month for some more slange questions.

NEW INTERMODAL SERVICE LINKS OHIO AND THE WEST PLUS ATLANTA - DALLAS

New intermodal services have been announced linking the Midwest with western points and the Southeast with Dallas. Santa Fe and Conrail are due to inaugurate a new intermodal service on January 16 between Columbus, Ohio and points in Arizona and California.

The six day a week service will be offered between Columbus and Phoenix, Bakersfield, Fresno, Los Angeles, Modesto, Richmond, San Bernardino and Stockton with fifth morning availability at most destinations.

Norfolk Southern and Kansas City Southern recently started a new intermodal service, the Hotshot 20, offering truck-competitive, second-morning service between Atlanta and Dallas. An aggressive rate strategy coupled with expedited serve make the train competitive with over-the-road freight moving along I-20 that parallels much of the rail route between the two cities. In Atlanta, the train makes connections for other cities service by NS and the Florida East Coast.

Via AAR Train-It

Editor: Last fall Norfolk Southern started service from Kansas City to Columbus, Ohio with 5 day a week service. Recent spottings of the train indicate business has picked up from the first runs of only 3 cars. Much of the business is Schneider Transit, the big orange trucks you see on the highways. Stack cars are added now and the train averages 20 to 30 cars each way. The Kansas City connections includes SP and UP from the west plus what is added at the new intermodal terminal opened by NS last fall. At Columbus the train does continue on to Roanoke, however, most of the Roanoke traffic uses the St. Louis gateway to Louisville. The new ATSF - Conrail service will keep NS on their toes.

REVISED SANTA FE-BURLINGTON DEAL ON TABLE

Shareholders of Santa Fe Pacific Corp. and Burlington Northern Inc. will have a slightly sweetened merger offer before them when they vote on the \$3.8 billion plan early next month.

Under the revision, Santa Fe can buy back an additional 10 million shares of its own stock.

The move would increase the volume of each remaining Santa Fe share from .40 to .4347 shares of Burlington Northern stock.

Union Pacific Corp., whose \$3.6 billion all-cash offer for Santa Fe was rejected Sunday, said it wasn't impressed by the revised deal with Burlington Northern.

Union Pacific spokesman Gary Schuster noted that the revision "permits" Santa fe to repurchase 10 million shares "under certain conditions."

"It doesn't say what conditions," Schuster said. "We think it's financing, and we think they'd have trouble getting the financing to buy the stock."

Santa Fe spokeswoman Catherine Westphal said the conditions will be spelled out later in the proxy.

Via Chicago (AP)

Flash: Feb 7 - BN Stockholders approve merger with ATSF - ATSF stockholders to act on same on the 8th of February.

NEXT MEETING

The next meeting will be held on Thursday, February 16, at the Palmer American National Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM. Enter at the east door and take the elevator to the second floor meeting room.

We welcome new members to the Chapter. Tom Scott, PO Box 321, Monticello, IL joins us this year. Joining again is Ken Strain, 300 N "F" Street in Tilton. Ken has belonged in previous years. Robert Ernst, 5246 S. Hewland, Chicago, IL is our Central Region NRHS Vice President and joins our group. Bob is a member of the Chicago Chapter.

Two out-of-town members have contributed donations to the chapter for 1995. We want them to know that we appreciate their support and will put the donation to good use. We have also sold a set of stock certificates to a dealer out east and have made a sizeable "donation" to the treasury. We need to keep the "nest egg" to allow for increase in operating expenses at the museum.

This month we will continue planning for the opening of the museum by planning work sessions to complete painting and tuckpointing at the depot. Much was accomplished last year but there is still work to be done. The train order signal needs to be completed to make it operational. The model railroad group continues to revise the Stanleyville area and the layout needs to be ready by April 22 for operation.

On April 1 and April 22, two historical meetings will be held in Danville. The Illinois Terminal Historical Society will hold its annual meeting at the Day's Inn on Gilbert Street on the 1st and 2nd. We will not have the museum ready for this meeting but we need to have brochures placed at the meeting. On the 22nd the Chicago and Eastern Illinois Railroad Historical Society will hold its annual meeting at the Danville Area Community College on East Main Street. The museum will be open all afternoon for members to visit and bring rolling stock to operate on the layout. We need to have the museum ready by the weekend prior to the 22nd. We need your assistance.

The February program will be by Rick Schroeder (weather permitting) featuring the cutover at Springfield last fall.

RAILROADER OF THE YEAR

A number of years ago the Illinois Central Gulf spun off money-losing lines in the south. A man came to run them and bring them back from the loss side to the profit side of the ledger. A few years later that man decided to move north to the Illinois Central and worked the same turnaround for that line.

His name is Ed Moyers. Presently Mr. Moyers is chairman, president and chief executive officer of Southern Pacific Lines and is *Railway Age's* Railroader of the Year.

The MidSouth, created from the ICG line, became so profitable that two years ago the Kansas City Southern acquired the system. In recent years the Illinois Central has become the best railroad under the ICC's formula that creates the point where railroads become "revenue adequate", having attained that title

two years in a row.

After failure of the SP - ATSF merger, the southern Pacific fell on hard times. Phil Anschutz purchased the line to add to the Rio Grande system he had purchased a few years before. Running the railroad with SP management did not change the course of the railroad. Anschutz hired Moyers to begin the task of changing the course and the face of the Southern Pacific system. Like the IC, the SP would become lean and mean.

If you read the various publications, or are around the Southern Pacific in our area, you know the change that has been made over the past two years. New power is on the system from GE, EMD and MK. New equipment is all over the line from box cars to stack cars. New trains are bringing coal to Illinois and taconite to Utah. The SP interchanges intermodal with the IC instead of trying to move it to Chicago over slower SP trackage. The railroad has installed new signal systems and is upgrading western lines with double track locations. Ed Moyers, is getting the job done.

The employee's have suffered under the new direction that Mr Moyers has taken the railroad. The employees of the IC suffered the same. But cutting costs and creating business and profit is the name-of-the-game. Others have done so over the years, but the SP had to do it quickly.

The SP fought hard against the UP gaining control of the C&NW. They are fighting the merger between the BN/ ATSF and the UP/ATSF mergers. How they will survive will be determined by what comes their way as a part of the merger agreements.

No matter what happens, *Railway Age* feels that the SP is better off for hiring Ed Moyers and they have made him the Railroader of the Year.