

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC, NRHS

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

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

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$12.00 for Chapter membership in addition to \$14.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July, August and December) at the Cooke Business Forms, 2500 N. Vermilion Street, next to the Central Illinois Bank, Danville, Il. beginning at 7:30 PM Central Time.

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EDITOR:	Richard M. Schroeder	PUBLISHER:	Allen Cooke
	P.O. Box 1013		Cooke Business Forms, Inc.
	Danville, IL. 61834-1013		John Cooke Sr., Honorary Member

MEMBER: Illinois State Historical Society - Illinois Association of Museums

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

Volume 28

February 1996

Number 2

COMING EVENTS

February 15, 1996

Monthly meeting beginning at 7:30 PM, Cooke Business Forms, Inc. 2500 N. Vermilion St. Danville. See page 2 for detailed location of new meeting site. Please note the change in location.

March 24 & 25, 1996

Urbana, Illinois - 19th Annual Model Railroad Show and Swap Meet, Lincoln Square Mall. This largest show in East Central Illinois will be open from 10 AM to 6 PM on Saturday and 11 AM to 5 PM on Sunday. There is no

admission to the show, but the merchants like for you to spend money.

April 12-14, 1996

The Northstar Chapter hosts the Spring Directors meeting - Saint Paul, MN

June 18-23, 1995

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

NEXT MEETING

The next meeting will be February 15, 1996 at Cooke Business Forms, 2500 N. Vermilion Street, Danville, Illinois. Note the address change, we have moved the meeting. Business meeting will begin at 7:30 PM with the program starting around 8:15 PM.

Last month we had to cancel the meeting due to the ice storm. Rick was unable to make it from Decatur and most of us were unable to get into our cars. Therefore, Rick will plan to give the program this month. Featured will be his trip along the Santa Fe in late December. Included will be the setting of the bridges at 9th Street in Lafayette for CSXT and NS.

Continued on Page 3



STEAM NEWS

#4449, ex-Southern Pacific 4-8-4

Here's another engine that, until this last October, hadn't turned a wheel in three years, being marooned with the 700 inside SP's Brooklyn Street Roundhouse in Portland. So it was a happy event for Northwest steamfans when Doyle McCormack and the Friends of the 4449 got together with Bob Melbo, General Manager of the Genessee & Wyoming's network of ex-SP Oregon branchlines, and arranged a ten-day outing for the big GS4 Northern over the Willamette & Pacific and the Portland & Western railroads with an operating base at Albany. In return for Melbo's waiving mileage charges, the 4449 hauled revenue freight and promotional W&P passenger specials. For the event, the tender, still very much in SP Daylight colors, sported the names of the two railroads. Doyle got permission to move #4449 about one hundred yards over SP track from the roundhouse to the mainline where G&W trackage rights began, and from there over the SP main south to Albany, and then back again when the exercise was over.

#2716 ex-Chesapeake & Ohio 2-8-4

Stands in winter storage inside the large shop building of the Fort Wayne Railroad Historical Society at nearby New Haven, Indiana. Most of the restoration work has been completed by Tom Stephens and his crew. What remains to be done in early 1996 is some final tweaking and polishing, the reinstallation of the boiler jacketing and the final

FRA inspection, to be followed by break-in runs on local area tracks.

#2776 ex-C&O 2-8-4

Still stands behind a chain link fence in Washington Court House, Ohio, awaiting movement to a permanent shop facility to be erected by Project 2276 somewhere near WCH along the tracks of the former DT&I. Some restoration work has already been done where the locomotive stands, but the real effort by Project members has been to whip up support among local civic leaders and businesses to raise funds to get the

NEW MEETING SITE

We hope you noticed in the FLYER last month that we are changing meeting sites. We have lost the room at the Palmer Bank and now, thanks to John and Allen Cooke, we will meet in the lower section of Cooke Business Forms, 2500 N. Vermilion. Cooke's building is located on the west side of N. Vermilion Street across from Wendy's and next door to the Central Illinois Bank. There is plenty of parking space and is probably more secure than the former downtown site. We won't have to contend with shows at the Civic Center, thus the parking lot will never be full.

shop built and the 2776 moved into it. The goal is to have the Kanawha operational by 1999, and to be running steam excursions over the ex-DT&I and ex-NYC trackage now owned by the West Central Ohio Port Authority. Both the Authority and the line's operator, the Indiana & Ohio, are said to be receptive to steam excursions with the 2776, possibly operating out of the old DT&I yard in Springfield, once GTW disposes of all its former DT&I track south of Lima.

Dayton Ties & Tracks - Don Clark

PAYING THE FREIGHT FOR RAILROADS

By Jessica Mathews

There are lots of canards about railroads: that they are about nostalgia, that the United States is not densely populated enough to make them work. The worst is that they are disproportionately subsidized by the government and in these lean-and-mean times should be cut off from federal support and made to sink or swim on their own. In fact, rail costs are a pittance compared with auto subsidies.

Drivers actually pay less than two-thirds of the cost of building and maintaining roads through the gas tax and other user fees. The remaining \$30 billion comes from general funds and property taxes. There are an additional \$300 billion to \$600 billion each year in unpaid costs for aid and water pollution, accidents (and higher health insurance), noise and congestion. The last costs more than \$100 billion per year and is projected to quadruple by

2010.

The apparent answer to congestion - more roads - doesn't work. Thirty years of trying has given us a wonderful national road network and, in the words of the Federal Highway Administration's stunning self-indictment, congestion that "affects more areas, more often, for longer periods, and with more impacts on... the economy" than ever before. The actual answer is a balanced transportation system, with transit, bicycle and pedestrian options supplementing auto for short distances, air for long trips and fast intercity rail for distances between 100 and 500 miles.

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State and local governments have learned the lesson. Economic development demands mobility; an unbalanced road - air system alone cannot provide it. There simply isn't enough land to keep traffic moving around large urban areas on roads, while a two-track rail line can carry as much traffic as 16 lanes of highway. Nor is it possible to unclog airports without subtracting the huge number of short-hop passengers who could be more quickly carried downtown to downtown by high-speed rail.

A balanced system means spending according to local and regional need, which doesn't sound like too much to ask, but under present arrangements is practically impossible. State and local spending decisions are more a gaming exercise of trying to match the most possible federal dollars than a process of rational choice. The size of the various pots of federal money is the result of decisions made years ago to establish self-feeding highway and airport trust funds, leaving the other modes to fight for the table scraps.

For years, rail has gotten the worst possible treatment from Washington: bold mandates to provide service all over the country paired with too little funding to succeed. The combination has meant that the investment needed for economic takeoff - new rolling stock and upgraded rights of way - could never be made. Nonetheless, Amtrak now manages to cover 80 percent of its operating costs and believes it can cover all of them in a few years if it has a source of funds for capital improvements. It has asked for a half-penny of the 18-cents-a-gallon federal gas tax.

That has touched off another pointless battle over who is subsidizing whom and whether that half-cent "belongs" to highways or transit. The bottom line is that so long as the federal government spends anything on transportation - which is obviously a necessary part of the

national economic infrastructure - it should be spending enough to maintain and upgrade the rail system we've got. If the national mood favored long-term investment a bit more than it does today, we'd be moving toward true high-speed rail, as have Europe, Japan and South Korea.

Meanwhile, it's essential to hold on to the remnant of what was once the world's largest rail network. About half - 160,000 miles of corridor - is gone, and as Will Rogers said about the wisdom of investing in land, "they're not making any more." Where rail corridors exist they can be upgraded at reasonable cost. Where they've been lost, the cost of assembling the land is usually prohibitive.

Under a 1993 law, rail corridor that is about to be abandoned can be preserved by temporarily converting it to trail use. Seventy-five hundred miles of corridor have been converted to trails, with another 8,000 miles under consideration. The rail-trail metamorphosis turns eyesores into recreational assets and hubs of economic development. Local sponsors are so eager for these projects that they are paying far more than the required federal match.

Now, however, the combative property rights movement and its friends in Congress want to claim that rail banking is a taking that requires federal compensation. Last month, a federal appeals court upheld an earlier ruling that such rights haven't existed since the Interstate Commerce Commission (ICC) took over rail abandonment in 1920. Requiring federal compensation for rail banking would not only create a new set of property rights where none now exists but would kill a sensible, popular and badly needed program. If there was ever a clear step backward, that would be it.

Recognizing that rail needs to be a much larger part of our future rests

in part on weighing its economic and social advantages. Preserving farmland and urban neighborhoods, becoming more energy efficient and achieving clean air are all more difficult, if not impossible, without it. But mobility is the name of the game. The major reason we need rail is that without it the road - air system can never be made to work.

(The article above is reprinted from the November 9, 1995 issue of The Washington Post, via the November 1995 issue of the Old Dominion Highball, published by the Old Dominion Chapter, NRHS, via the January, 1996 issue of The Lake Shore Timetable . The writer is a senior fellow at the Council on Foreign Relations.)

Continued from Page 1.....

Welcome a new member to the Chapter. Mark S. Dickison, 19 California Street, Danville, Illinois has joined the NRHS. We welcome Mark as a new member to the museum.

As mentioned last month, Bob and Rick work each Sunday at the museum (we do have heat in the baggage room) from around 10 AM to about 3 PM. Larry Prosser and Bill Pearson showed up after the last meeting. We welcome anyone that wants to come and work (and get cold). The yard is nearly finished with only refinement of track work to be completed. The panel is nearly finished with wiring work under way. A total of 10 new switch machines will be installed for a total of 15 powered switches in the yard.

The Urbana show is only five weeks away. We need assistance during the Saturday and Sunday show at the sales table. Remember, we don't have a fall show to raise funds for the museum, this is the main selling time for us. We need help setting up Saturday morning, man-

ning the tables during the day, and packing and hauling on Sunday evening. Be sure to come and visit the 18th annual show, the best in East Central Illinois.

THE IDAHO CONNECTION

In my January feature of the Idaho Connection, I wrote about the vast array of power that has been showing on the Union Pacific here in Idaho. I gave specific examples of the mixed power and train designations, when known. After digging deeper into magazine articles and internet sources it soon became apparent why so much mixed power has been showing on the UP. Another great source of information on many railroads has been James W Kerr's 1995-96 edition of "The Official Locomotive Rosters & News" booklet. This is my third year of receiving the booklet and I must say that this already great source is even better. For anyone involved in railfanning it is a must. Order blanks have been in most of the December railroad magazines.

I first discovered a news brief in the Internet that stated, "at the Grain Transportation Summit in Des Moines on September 14th, UP said that it planned to add 250 new and leased locomotives and 2,300 new covered hoppers to its fleet" to meet the demand of the increased grain traffic. I noticed that the January issue of Trains mentioned that the UP is leasing 268 units. And, last but not least, the new edition of James Kerr's book answered most of my questions since the book now lists rental units from other roads. According to the book, the UP is renting the following 254 units:

Canadian National: 16 -SD40s, #s 5017-5224; 4-GP40s, #s 9313-9317

Conrail: 46- C30-7s, #s 500-569; 7-C30-7s, #s 6600-6609; 22-CW40-8s, #s 700-735

EMD: 3-SD70Ms, #s 7000-7002 and 22- SD70Ms; #s 7003-7024

GECX: 11-C30-Super7s; #s 3000-3010 (to CNW)

Helm Leasing: 36-GP40s; #s 850-887 (to CNW)

Morrison Knudsen: 16-SD40-2Ms; #s 9001-9019 (MPI units); 2- SD40-2Ms; #s 9412-9420; 3-MK5000Cs, #s 9901-9003 (for tests)

Norfolk Southern: 21-B30-7As; #s 3500-3520; 4- B36-7s, #s 3815-3820; 47- B23-7s; #s 3908-4023 47 (includes 3 U23Bs numbered 3911, 3919, & 3962)

In addition to what is contained in James Kerr's book there still seems to be power on the line that is not documented or readily known. One can only conclude that the unmentioned power is either pool-service, run through, or newly acquired rentals. In looking back through some of my notes I find the older, blue MK units with the "Morrison Knudsen" insignia such as on SD40-2M 9033.

Other more recent power on the Pocatello Sub of the UP includes Soo SD60 6022; NS C40-8 8729 and CW44-9 8803; CSX SD50 8605; Santa Fe GP35 2893; EMD (dk blue & white) "Electro Motive" SD40s 6023, 6413, & 6423; Conrail SD60I 5592, SD60MI 5605, and CW40-8s 741, 751 & 758; and EMD Oakway SD60 9083 to name a few. I have shots of two UP units that I can not identify and do not seem to be in any roster books. These are an SD50 or 60? #5288, and what appears to be a GE CW41-8 #9596. My speculation is that these units may have been former CNW units that, along with many others, are being slipped in to UP's roster. If anyone has any information on these, please let me know.

From MJVICE@ccmail.monsanto.com

CONRAIL'S EFFINGHAM WRECK

According to Kevin Burkholder on Compuserve Trainnet, the trains involved in the wreck were STBN (the train that was rearended), INTR which hit the STBN powered by CR B36-7s 5012 and 5028, both destroyed, with both crewmembers killed. The wreckage was hit by EB NLPI powered by CR C40-8W 6259, UP SD40-2 4138, UP C30-7 2474, and an additional unidentified CR unit. All four of these units were destroyed, and the conductor of this train was killed. There was a fourth fatality as a result of this wreck when on the day after Christmas a Conrail MOW employee working to repair the track suffered a fatal heart attack. The location of the wreck was almost directly under the US 40 overpass (1 mile west of I-55/70) at CP144. According to another Trainnet member the location is in a cut on a westbound descending grade after a reverse curve and a bridge over the Little Wabash river.

The STBN had held for the TV-6 and was waiting for the following NLPI. Reportedly the INTR had been informed that they would be waiting for the NLPI and would be behind the STBN. The last words of the conductor on INTR would seem to indicate the crew was alert. The crew would not have seen the STBN until they came out of the reverse curve, at which point it would be far to late too even jump. It was also reported that on this line the signal blocks are 4-5 miles long.

John Beaulieu
74672.2316@compuserve.com
Grantsburg, WI

Here's the latest word on the events at Effingham. (Some of this may have been discussed here during the week after the wreck, so forgive me if this already has been said.)

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NRHS CHAIRMAN & CAREER RAILROADER

V. ALLAN VAUGHN DIES

V. Allan Vaughn, Chairman of the Board of Directors of the National Railway Historical Society died in Oak Park, IL on January 14, 1996 at the age of 61 after a brief illness. Vaughn served as chairman of the over 21,000 member organization since 1983. He was President of the Society from 1977 to 1983; Vice President-Public Relations from 1969 to 1976; and Central Region Vice President, 1962 -1969.

A member of the NRHS for 40 years, Vaughn was a member of the Iowa Chapter and served as its president 1959-1968. He was instrumental in forming the Overland Chapter and served as its Secretary-Treasurer for over 20 years. He also served as Secretary-Treasurer of Rail Tours Of America from 1978 until 1988.

"Allan's passing is a great loss to the Society", says NRHS President Gregory P. Molloy. "As our Director of Membership Records, Allan worked long hours each week processing dues renewals and keeping our records up-to-date. Allan's extensive knowledge of the Society and the railroad industry made him a valuable resource to all of us. He will be greatly missed".

Vaughn graduated from Oak Park (IL) High School in 1952 and immediately went to work for the Chicago Great Western Railway Company at their Oelwein, IA offices, serving in various clerical positions in the Auditor of Revenues office. He was drafted into the U. S. Army in 1956, serving at Fort Hood, Texas and Hanau, West Germany as Ration Breakdown Accountant, where he was awarded the THOMAS G. VAN NATTA AWARD OF EXCELLENCE.

Vaughn returned to the Chicago Great Western in 1958 and served as Voucher Clerk in the Office of the Comptroller. In 1960, he became Chief Clerk to the General Manager where he authored and established the "Home Road Pass Plan" which enabled any railroad employee on any railroad to use his line's pass to purchase applicable half-fare passage at any railroad station in the US. In that capacity, he also established files of historical data for replying to historians seeking information on CGW equipment and operations history.

In 1963, Vaughn became Assistant Manager of Piggyback Operations for the CGW. In 1968, when the Chicago Great Western was merged into the Chicago and North Western, Vaughn became Assistant Supervisor of Intermodal Maintenance, serving the entire railroad from Chicago. Two years later, he was named Supervisor of Intermodal Maintenance, authoring new regulations and amending existing ones through participation in interchange bodies in the industry.

As a member of the Association of American Railroads (AAR), Vaughn sat on the board of the Rules Committee of the Chicago Car Interchange Bureau (1976-1993), helping to establish rules for handling interchange and disputes in the Chicago Switching District. He served as Chairman of the Rules Committee (1985-1986) and served two years on the AAR Specially Equipped Freight Car Committee as Intermodal Advisor. Upon retirement from the Chicago and North Western in 1989, Vaughn served as an independent intermodal billing consultant until 1993.

In addition to his memberships in the Chicago Car Interchange Bureau, the Association of American Railroads and the National Railway Historical Society, Vaughn was a member of the Car Department Officers Association (including a term as Intermodal Chairman), and attained life memberships in the Railway and Locomotive Historical Society, State Historical Society of Iowa, Oak Park and River Forest (IL) Historical Society, Colorado Railroad Museum, and the Ernest Hemingway Foundation of Oak Park.

During his tenure as President of the NRHS, Vaughn brought the Society from the "addressograph age" into the "computer age" with the authorization to change member records from 3 x 5 card files to the computer. As Chairman of the Board, Vaughn was appointed by each succeeding president as Director of Membership Records, administering records of members and the Society's over 165 chapters in the US, Canada and the United Kingdom on a dally basis.

While he was Vice President-Public Relations, Vaughn began publication of the "NRHS NEWS", a monthly newsletter to keep the membership informed on activities of the Society through distribution to each National Director, Chapter President and Chapter Newsletter Editor. Periodically, he issued a newsletter to railroad executives to keep them informed on the NRHS's progress.

Vaughn was also instrumental in the formation of the NRHS library and remained one of its strongest supporters. Memorials in his name may be made to the NRHS Library, P. O. Box 58153, Philadelphia, PA 19102-8153.

The death of V. Allan Vaughn will be a tremendous loss to the NRHS and railroading in general. As you have read, Allan was instrumental in many of the changes that came about in the NRHS over the past 30 years. Allan was always friendly to every member he met and his wit and wisdom kept the sometimes dull board meetings lively. In recent years Allan was the keeper of the membership records and issued the NRHS NEWS to each officer on a monthly basis. Late last year he sent us a copy of the first issue from November 1971. Most of you did not know Allan, and I did not know him well, but we will all be a little poorer for the loss of V. Allan Vaughn. Allan, may your block signal always be clear.

Rick Schroeder, Editor and National Director

Conrail, continued from Page 4

This comes from an NS Trainmaster via an NS conductor.

Westbound INTR had last passed a restricting indication at the IC crossing (Ed. Home signal is located about 1000 feet east of the IC) but apparently did not expect STBN to be there; in violation of the rules, INTR was travelling much faster than restricted speed. Reportedly, their last words over the radio were "Oh shit! We thought you were gone!"

After the initial impact, the crew of STBN noticed that their air had suddenly gone into emergency (no slack run-in???) but neglected to

tell oncoming NLPI so, as required by the rules on multiple tracks. Four and a half minutes later NLPI hit the wreckage of the first collision. In addition, apparently the first wreck did not damage the adjacent track enough to drop a red signal in NLPI's face.

At first, this wreck sounded to me like INTR's crew had fallen asleep, and it was just bad timing that NLPI was right there, at the wrong place at the wrong time. However, these reports seem to indicate otherwise. It is up to you how much faith you want to put into them, but if there is a grain of truth to them, a LOT of railroaders are going to find themselves under intense scrutiny. I have been told that this wreck was long in coming, given Conrail's reputation in some circles for being quite lax in enforcing operating rules and taking disciplinary actions after rule violations. Again, these aren't necessarily facts, so you are free to take them any way you like. But there is a lot here to think about.

*Peter N. Ruesch
sp4449@expert.cc.purdue.edu*

The Conrail story was obtained from Internet and WWW. It is a tragic story of the loss of life at what should have been a happy time for many families. Conrail is concerned about safety. A human mistake is apparently the cause of the accident and all of the safety talk is wasted if the human being does not accept some responsibility for his or her actions.

Editor

TALENTED MEMBERS

I am truly grateful for Rick's endorsement of my activities in the Chapter. The people who shared in his compliments are also well deserving of those sentiments.

Rick himself is also a very talented member of the Chapter. I can't imagine where the Chapter would be without him, in fact.

A tireless worker at the museum, consummate modeler, accurate historian and forever our editor and National Director. All this while working a full-time job that has him traveling all over the Midwest on a regular basis. He very often makes time and travel arrangements that allow him to attend the monthly meetings, providing members and guests with first-class slide programs. The *DANVILLE FLYER* itself makes a great statement about his dedication and talent.

Allen Cooke is another talented member. Doing a good job as treasurer isn't enough for him. He also has to do so much for the museum like taking care of the pop and candy stock, making sure that passenger trains run on the layout and just being there to lighten the mood.

His dedication to the Flyer is also evident in the time that he takes to publish the newsletter. I have personally seen what a job it is to run 100 or so copies of a 12 page issue. Without Allen's and his father's involvement, we'd be back in the dark ages of mimeograph. And soon we will owe our thanks to them once again for our new meeting room.

Yes, we have a group of outstanding individuals in our group. Sometimes it's easy to overlook the great things that our members do. Thanks, Rick, for reminding us!

Doug Nipper

(Editor: I appreciate Doug's comments. I truly enjoy what I do for the chapter and the museum and would be lost if I wasn't busy with something dealing with railroads. Even though we have mentioned specific members, all of you have a talent that you exhibit in one way or another. Without your help we wouldn't survive. Without your

input to this publication my job would be more difficult. The officers of the Danville Junction Chapter appreciate everyone that is a member of the society.)

ILLINOIS CENTRAL

The Illinois Central and the Union Pacific are expected to announce soon that they have come to an agreement on the expanded routing of IC's freight if the Union Pacific is allowed to acquire the Southern Pacific. The Union Pacific as acknowledged that the railroad is close to reaching an agreement with the IC that will allow access into the chemical market in Texas and Louisiana and the markets of the Gulf of Mexico. The IC also wants to serve Mexico via Brownsville, Texas.

The UP/SP came to agreement with the BNSF late last year and removed the objection from BNSF to the merger. The IC and KCS have been raising the objection flag and asking for additional trackage rights to southwestern markets. It appears the IC will gain access in exchange for support of the proposed merger. The KCS gained rights to several areas as a result of the BNSF merger and it is assumed that additional areas will be accessed to prevent objection to the UP/SP.

In the January issue of *PROGRESSIVERAILROADING* IC's president and CEO, Hunter Harrison, stated that their projected capital expenditures for 1996 would be about \$125 million, assuming the railroad exercised their option for additional locomotives. He also said "We are assessing some business opportunities that could require some capital investment."

Word is out that the IC has offered to purchase the Chicago and Central Pacific Railroad from CCP Holdings for \$125 million in cash and assume a \$32 million debt. The CCP is a

railroad originally owned by the Illinois Central and sold off in 1981. The 850 mile line runs from Chicago to Omaha and Souix City, Iowa. This purchase will allow the IC to compete with the UP which has redirected grain movements to the Pacific Northwest.

Just a few years back the IC tried to acquire the Midsouth Railroad, a former IC line. The deal fell through and the Kansas City Southern stepped in and purchased the line. The KCS has poured millions into the system and is close to a first class line from Texas to Meridian, MS and points east to Atlanta and Birmingham. If you remember, the IC and KCS talked marriage, but that deal also fell through. Now if the IC gains control of the CCP, and the KCS has trackage rights to Omaha, could another KCS and IC deal come about in the future. We will just have to wait and see.

Via the North Western Limited comes the word that on January 17 the Illinois Central Corporation announced that it had reached agreement with the Chicago Central and Pacific for purchase of the railroad. The agreement is for \$139 million with the IC assuming \$18 million in capital lease obligations presently held by the two railroads.



DUES DUE

In this issue there is a second notice for 1996 dues. Please complete the form and send your check to Allen Cooke at the address noted on the form. Remember, only one more issue will be sent. March is the deadline. NRHS members, we would appreciate your dues before the notice is mailed from the national. The death of Allan Vaughn may delay the final notices being sent out. We will not send an issue after March.

MARLBORO UNLIMITED

Philip Morris is having new equipment built for its "Marlboro Unlimited" passenger train. The 18-car train will be worth an estimated \$50 million. Philip Morris is buying two locomotives from EMD and is having Rader Railcar Inc., of Denver, build 18 new passenger cars. The cars will feature extra strong ventilators to blow the smoke out of the cars.

The train will be 17'5" tall. The eight sleeper cars will have 15 state-rooms each. Each room will have a bath and shower, two beds, a large couch and easy chair, and a glass dome for panoramic views of the mountains. The eight public and lounge cars will include a dance floor, movie theater, library, and dining rooms. The disco car will have a mezzanine level. The spa car will have 5 hot tubs, 2 massage rooms (with masseur and masseuse), and a 12-foot high glass window. The end of the train will have a large open-air platform. The train will have a staff of 55, with their own set of cars, and around 20 customer service representatives. Operating crews will come from the railroads the train operates on.

Via The Gateway Railletter

C & I M NEWS

It takes some creative operations to run trains on the C&IM these days, and everyone is anxiously awaiting delivery of the "new" SD20's, to ease up on the locomotive problems experienced with the antiquated equipment which end up in "sick-bay" on a regular basis. The first SD20 was scheduled for delivery in December but delays in reaching decisions on the purchase caused shop time in Paducah to be eaten up by other jobs and now the first locomotive, No.80, is supposed to be out of the shop the week of January 8th. The remaining four units should ship by the end of

January. The diesel shop will then take one of the existing locomotives out of service for a major over-haul. I hear the SD20's look sharp, with the new paint job, including lightning stripe!

Coal traffic handled on the Midland in November resulted in more than a 260% increase in gross operating revenue over the same month in 1994. The 44 coal trains equaled more tonnage than in any month since the C&IM was sold by Edison. In October there were 42 coal trains handled, and December was another good month.

Powerton has been plugged up with coal trains for Edison, slag cars, switching Pekin Energy, and 75-car unit grain trains being unloaded to barges at Crystal Lake. C&IM weighs the grain cars and delivers in 25-car lots to American Milling for unloading. We are able to get two trains of grain unloaded per day, giving the UP a 5 day turn-around on their equipment.

Illinois Power coal for Havana is scheduled to start in April, and is anticipated to add about \$1.25 million in revenue this year. The new dumping facility and track work there are over 60% complete now.

Slag shipments to Reed Mineral at Kincaid have increased because Powerton has been burning lots of coal, but problems have resulted unloading the cars due to the frozen slag. We have been attempting to move the cars from Powerton to Kincaid in 8 to 10 hours to prevent the freezing, but that doesn't happen often. The frozen slag cars have been placed, two at a time, in the paint shed-turned car shop to thaw, but that is a long and slow process. The result is all slag cars are loaded and Powerton is running out of room in their hoppers, so we have been trying to find additional hopper cars to put in that service. Spring will eventually solve that problem, but in the meantime, slag dumping isn't easy!

The \$1.1 million Pecan Run Bridge project north of Oakford has run afoul. The Corps of Engineers and Department of Water Resources have insisted the bridge be replaced "in kind", rather than plans to replace the 379 ft. Timber bridge with steel and concrete, which would be much stronger and reduce the number of piers from 27 to 12, lowering the bottom of the bridge about a foot. "Can't do that," says the CoE and DoWR, using the "100 year flood" as rationale, but the drainage creek has never experienced a serious flood in 50 years. An appeal process would require liability releases from all upstream property owners, and could take three years to complete

Via C&IM Chapter's Martha Smith

Editor: The company I work for is also submitting reports to DoWR and the CoE for bridges on CSX east of Decatur. The hydraulic reports we run are for the 100 year storm, a requirement of DoWR. Our success, and that of HDR on larger bridges, has been good and the project to replace 21 bridges is on track. Look for work to begin this summer in major proportions.

SEA-LAND NEW CONTAINER YARD

A new seven-acre container terminal in Moscow has expanded service capabilities available from Sea-Land Service Inc. in Russia and the former Soviet Union.

"The new Moscow container facility is another major stop in expanding our service capabilities in the FSU," said Jack Helton, Sea-Land's general manager, Moscow. Sea-Land's new inland terminal, accessible from the St. Petersburg-Moscow highway on the northern edge of the city, adds to service capabilities available from existing terminal facilities in the Port of St. Petersburg. The new terminal includes customs

facilities and three warehouses totaling more than 87,000 square feet. The new facility offers stuffing and destuffing operations as well.

"This space, our on-site customs-clearing operation and bonded warehouse offer our customers additional flexibility," said Helton. The new terminal is designed to accommodate Sea-Land's anticipated growth in the region and represents several significant improvements for Moscow customers, including a state-of-the-art reefer facility.

"By serving as a Moscow staging area for all trucks coming from the ports of St. Petersburg and Riga, the new facility gives us better control, tracking and reporting capabilities," Helton said. "The resulting improvement in communications with our customers is unmatched by all other carriers serving the FSU."

After containers are logged into the terminal, Sea-Land representatives contact the consignees to schedule delivery. When customers are unable to take immediate delivery, Sea-Land can hold the containers in a secure bonded area, maximizing equipment utilization for Sea-Land and convenience for the customer. "This arrangement improves truck turntimes and allows our customers additional discretion over delivery schedules, making our service more responsive," Helton said.

The new terminal is secured by twenty-four hour protection and surveillance. Security cameras combined with infrared scanners and on-site uniformed security guards protect customer goods, equipment and the facility from theft or vandalism. Additionally, shippers may be eligible for lower cargo insurance premiums when using the facility. Sea-Land Service Inc., a unit of CSX Corporation, Richmond, VA., is a world leader in intermodal freight transportation and related trade services. Sea-Land operates more than

90 container ships and 190,000 containers in U.S. and foreign trades and services and serves more than 120 ports in 80 countries and territories around the world.

Sea-Land's Internet home page address: <http://www.csx.com/sealand.htm>

Via Mike Vice

TRRA NEWS

The noted bridge engineering firm of Modjeski and Masters; in conjunction with Design Nine, a St. Louis based engineering firm specializing in railroad engineering, have been retained by the Terminal Railroad Association of St. Louis (TRRA) to evaluate and prepare plans for the upgrading of the TRRA's highline north of the Arch.

This project is intended to eliminate the speed and weight restrictions currently in effect along this stretch of the TRRA trackage. Since this project will primarily benefit the BNSF, the major user of this trackage, it is likely that some of the other owners of the TRRA (UP, NS, CSX, Conrail and the SP) may not view this project favorably.

Via The Gateway Railletter

AMTRAK

The House gave rail passenger service a strong vote of confidence on the House floor November 30 by passing HR 1788, the "Amtrak Reform and Privatization Act of 1995".

The lopsided vote reflected a successful effort by Transportation and Infrastructure Committee leaders, notably Chairman Bud Shuster (R-PA) and Railroads Subcommittee Chair Susan Molinari (R-NY), to appeal to legislators with widely varying priorities (e.g., the survival of Amtrak; labor reform). [The "Amtrak half-cent" is not in HR 1788 but is still alive.]

BURLINGTON NORTHERN SANTA FE

The BN SD70MAC's are still being delivered in their standard Grinstead Green. The modified warbonnet on #9647 was a "one-of-a-kind" experiment. Starting with #9717 the new units will have the road number under the cab window. The nose logo will be Santa Fe's cigar band with the "BNSF" initials. The 25 SD75M's that the ATSF had on order will wear the red and silver warbonnet. The hood sides will have "BNSF" in red block letters and the nose herald will also be "BNSF" instead of "Santa Fe". The units will be numbered 8251 to 8275. The present SD75M's have a problem with the fuel tanks. The tanks weren't prestressed properly before welding and they are leaking at the seams. The problem is being corrected at various BNSF shops.

Via North Western Chapter

Amtrak's challenge is big because funding remains tight, while the extent of financial relief Amtrak can expect will be less - and come later than originally hoped.

HR 1788 has \$922 million a year for fiscal years 1996-1998, but an authorization is a ceiling for the appropriators, not "money in the bank". The 1996 appropriation was just \$720 million. HR 1788 itself cuts funding one-third in 1999 to \$613 million. S 1318, the Senate counterpart, has the same numbers, less what HR 1788 earmarks of Farley/Penn Station (\$21.5 million in 1995, \$10 million in the 1996-99).

Enactment could come as late as February or March if there is no floor action on S 1318 in late December.

After pressure from Northeast commuter rail operators using Amtrak-owned tracks, a requirement that they pay Amtrak fully allocated costs was dropped from HR 1788; the parties would negotiate after existing contracts expire. (S 1316 keeps the status quo for two years, then imposes standards - less than fully allocated, more than current payments.)

Liability law, it is widely believed, must be changed to permit cost-effective, new Amtrak/freight railroad agreements. (Most current

agreements expire May 1, 1996.) The liability provisions of HR 1788 were modified in committee, but apparently remain workable, although the trial lawyers still could change this. HR 1788 limits punitive damages to three times economic loss, or \$250,000, whichever is greater; "non-economic damages" to economic loss plus \$250,000.

The advance notice Amtrak must give states affected by route discontinuances is lengthened from 90 to 180 days.

HR 1788 puts off the long-awaited resolution of labor issues until 254 days after enactment - probably close to the Presidential election day - with negotiations starting 60 days after enactment. S 1318 calls for resolution by 180 days after enactment.

S 13418 does not change the board of directors. Under HR 1788 the new board would be replaced 60 days after enactment with a new one appointed by the President, who must "consult with" the Speaker of the House and the Senate Majority Leader regarding two members each, and with the House and Senate minority leaders on one member each. Board members could not be Amtrak or federal employees or rail labor or managements representa-



tives. Undoing a 1981 improvement in the law, the company's president no longer would chair the board. Moreover, he or she would not even sit on the board.

If there is no new board in 60 days (quite likely, given partisan politics), the board's duties would fall to one person - a "Director General" appointed by the special court created in 1973 to handle Northeast rail freight reorganization.

House Republicans fear today's board would not let Downs bargain forcefully with labor. This is strange, given labor's anger at Amtrak for supporting legislative labor reforms. NARP fears this part of HR 1788 would bring back management uncertainty similar to what Amtrak endured towards the end the late Presidents Calytor's tenure, and bring a "scorch earth" approach to service cuts.

Sunset Commission

S 1318, the Senate counterpart to HR 1788, says that - by the fifth anniversary of enactment - Amtrak shall operate without any Federal operating grant. Moreover, an Amtrak Reform Council would have the power, on the third anniversary, to order the beginning of an Amtrak shutdown process ("sunset trigger"), if the Council sees a "likelihood" that Amtrak would continue to need an operating grant after the fifth anniversary. NARP has urged deletion of this provision, since various proposals aimed at improving Amtrak's bottom line have been killed or delayed.

Via NARP News - January 1996.

(Ed: Note the paragraph about the board content. There is no business that can survive with the members of a board of directors elected as stated and having a president with no power or say so on the board. Given the congress we have at the present time, one that can't agree on a budget for 3 months or more, do we think they can agree on board

members in 60 days. I think not. Write your congressman and demand that congress allow Amtrak to operate as a business. However, it would probably fall to deaf ears as Congress itself will never operate as a business.)

UNION PACIFIC NEWS

CNW Double Track

OMAHA, October 18—Union Pacific Railroad is seeking bids this month to build a second track on its recently acquired main line between Missouri Valley and Logan, Iowa. The six-mile project is part of a plan to restore 36 miles of second main-line between Missouri Valley and Denison, Iowa, no later than the year 2000. One of the two main line tracks between these communities had been removed during the 1960s by the Chicago and North Western Railway, which was purchased by Union Pacific earlier this year.

"Double-tracking between Missouri Valley and Denison will add needed capacity for our Chicago-bound freight," said Bill Wimmer, UP's senior assistant vice president-engineering management. About half of all UP-handled freight coming from the western United States moves on this line. UP Engineering estimates the Missouri Valley to Logan segment will cost about \$8 million. Construction is expected to start in November, with completion next spring, depending upon weather.

The line will have concrete ties, joint-free welded rail and Centralized Traffic Control, which allows train operations in either direction on both tracks. During 1996, UP plans to add another 6 1/2 miles of second main line from Dunlap to the northeast. Estimated cost is \$9.7 million. The rest of the double-tracking between Missouri Valley and Denison is expected to be completed between 1997 and 2000.

WORLD WIDE WEB

Union Pacific Railroad today has a new address: "<http://www.uprr.com/>". The address is a new site on the World Wide Web which will serve as a communications tool for customers, vendors, financial analysts, investors, railfans and the media. The Union Pacific site contains a daily report on operations and current events, recent news releases, the complete illustrated catalogue from the Union Pacific Company Store, maps, historical information, a photo gallery from the Union Pacific museum and various other information on the railroad.

The company plans to expand the site with additional features as they are developed, including customer service applications. The site contains a survey form for customer comments.

Via Mike Vice - Idaho

NRHS FALL BOARD MEETING

The fall Board of Directors meeting was held in Covington, KY on November 12, 1995. A total of 84 directors were present during the meeting.

President Molloy presented his report covering the first year of new administration. Communications with members and chapters has improved. The role of the Regional Vice President has been strengthened and more of the national's work has been delegated to more people. The NRHS continues to be strong but there needs to be continued improvement in the society.

The 1996 budget was passed overwhelmingly. Increased expenses and a slight downturn in membership has made it difficult to develop an ideal budget. The Board approved the Finance Committee's

recommendation plan, one of the three options presented, which calls for some spending reductions.

The Railway Heritage Grant program will be expanded in 1996 thanks to some special donation. Terms and applications forms will be available from the national Office after January 15 and must be received before May 1.

In convention news, the Lancaster (1995) convention had an attendance of 965 persons. The chapter presented a check to the National in the amount of \$4,000 as its initial share of the surplus. Charlotte is finalizing details. The Convention hotel is the Adams Mark with a rate of \$79. The full brochure for the convention is expected by March 1. Salt Lake City for 1997 and Sacramento, 1999, are being worked on. The Northstar Chapter (St. Paul, Mn.) and Central New York Chapter (Syracuse, NY), plan to submit bids for the 1998 convention.

The Yadkin Valley Chapter in North Wilkesboro, NC was granted a charter.

LIKE THE COLOR?

Well, we made it to color in the DANVILLE FLYER. Don't expect this in each issue as we took some extra measures to print this issue. I won't tell you what steps we took but I will thank Doug and Allen for the extra production work. We might try this again in the future, but only for special occasions.



KANSAS CITY SOUTHERN'S "NEW" F-UNITS

The Kansas City Southern has purchased four F-units from VIA Rail Canada for use on their executive train. The units, refurbished by Mid-America Car in Kansas City, are named for the on-line communities service by the KCS.

KCS - 1 is the *Meridian*, (ex-CN FP9 6512), KCS - 2 is the *Shreveport* (ex-CN FP9), KCS - 3 is the *Pittsburg* (ex-CN F9B 6616) and the KCS-4 is the *Vicksburg* (ex-CN FP9 6507).

Three Business cars were also sent to Kansas City for refurbishing. Business cars are named *Kansas City*, *New Orleans*, and *Jackson*. The latter is the former Mid-South business car. Locomotives and cars are painted in a variation of KCS black-red-yellow passenger scheme of the late 1950's.

Lancaster Dispatcher via Lake Shore Timetable

AMTRAK TO TRY ADDITIONAL EQUIPMENT

ABB TRACTION will send two IC-3 Flexliners to the states for revenue testing in 1996 and 1997. Extended demonstrations in California and elsewhere are likely. The IC-3 is a "high-tech" three-car, articulated, self-propelled, diesel train-set with a good ride quality even on mediocre track.

Great acceleration and 100 plus mph capability makes it suitable for multi-stop and express trains. IC-3's can run coupled together or to the electric IR-4, and can couple/un-couple in seconds. The IC-3's dominate Denmark's intercity service and run in Sweden, Israel and Germany and are coming to Spain and Belgium.

Via NARP News

We will keep you posted for locations and dates. More than likely they will operate in the Midwest, hopefully on the St. Louis to Chicago route.

RAILROAD PROJECTS

Hopefully spring will arrive someday and construction will begin. This year will see the completion of the new bridges over Ninth Street and Wabash Avenue in Lafayette, Indiana. All work should be completed by late summer. Work remaining on all four bridges is framing, deck and painting. The depot complex will also be completed this spring.

The Route 231 bypass will begin again around the first part of March. Word has come that CSXT and the State have an agreement to begin construction on the CSX bridge. Some additional material must be removed first and bridge construction should begin around June. The NS bridge has the piers nearly completed, but no additional work finished due to winter.

We have new projects at Cline Avenue in Van Loon, Indiana (Gary), two bridges at Mitchell, Illinois, one at Springfield and two at Hannibal on new Route 36.

I'm looking forward to summer.

Rick