

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 newsletter is available at a subscription rate of \$10.00 per year and is exchanged with other organizations. All correspondence should be addressed to the post office box listed below. Opinions expressed in this newsletter are not necessarily those of the Chapter or the NRHS.

The DANVILLE JUNCTION CHAPTER, NRHS, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana. The Chapter 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. The museum is open on weekends from late spring to early fall. More information may be obtained by writing the Chapter.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$10.00 for Chapter membership in addition to \$14.00 for NRHS membership. The Chapter sponsors many activities at and away from the museum each year. Meetings are held on the third (3rd) Thursday of each month (except July and August) at the Tilton Grade School, "H" and Fifth St, Tilton, IL. Meetings begin at 7:30 PM Central Time.

OFFICERS FOR 1991

Our 24 th Year

PRESIDENT: Dave Sherrill
SECRETARY: William Damer
NATIONAL DIRECTOR: R. M. Schroeder
MUSEUM DIRECTOR Doug Nipper
EDITOR: Richard M. Schroeder
P.O. Box 1013
Danville, IL. 61834-1013

VICE PRESIDENT: Doug Nipper
TREASURER: Allen Cooke
PROGRAM CHAIRMAN:
HISTORIAN: Jesse Bennett
PUBLISHER: Allen Cooke
Cooke Business Forms, Inc.

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

Volume 23

January 1992

Number 1

COMING EVENTS

January 16, 1992

Regular monthly meeting at Tilton Grade School, Tilton, IL beginning at 7:30 PM

February 15, 1992

LGB Day at Lincoln Square Mall, Urbana, IL. LGB show only with 150x25 foot layout.

March 1, 1992

Third Annual Train Show, Terre Haute, IN, Maple Ave. National Guard Armory, 11-4

March 28/29, 1992

Annual Model Railroad Show and Swap Meet, Lincoln Square Mall in Urbana, IL.

April 25, 1992

C&EI / ICHS Joint meeting at Tuscola, IL along with swap meet.

June 28, 1992

Model Train Show and Swap Meet along with Toy and Baseball card Show, Georgetown Fair Grounds, Georgetown, IL.

NEXT MEETING

The January meeting will be held at the Tilton Grade School beginning at 7:30 PM. The grade school is located at the only stoplight in Tilton, the corner of Fifth and "H" Streets. We will have a complete report of the fall show and discuss plans for next year. The program will be given by member Bob McQuown. Over the past two issues you have read of Bob's trip this past summer to Australia. Now see the slides of a fine railroad and scenic trip to the land down under.

Rick Schroeder will present the February program (weather and work permitting) on his recent trip to the short

lines of the south.

REMEMBER, 1992 DUES ARE DUE NOW. SEND YOUR CHECK TO THE TREASURER AS SOON AS POSSIBLE.

25 YEARS

By Rick Schroeder

Recently at the annual chapter dinner I was presented with a 25 year pin for 25 years of membership in the National Railway Historical Society. This was quite an honor for me and greatly appreciated.

I began thinking about what has happened during the last 25 years. In 1966 I joined the St. Louis Chapter while a member of the Family Model Railroad Club in Danville. I had just traded my 1962 Corvair Monza convertible in on a 1966 Pontiac GTO, red with four speed (eat your heart out Dave). Wish I had them back. My joining of the model railroad club a few years previous began a career of activity in railroading and model railroading in the Danville area. Two years later we would form the first NRHS chapter in Illinois.

A lot has happened in the past 25 years. I have seen my beloved C & E I fall and the Wabash Railroad passed into history along with Nickel Plate. The New York Central vanished under the wings of Penn Central. Who would ever have thought that in years to come the Union Pacific would be only 15 miles from us, or the Soo Line would run through Danville on an unknown railroad called CSX.

Depots have closed and gone. Danville, Fithian, Hoopston, Catlin, and other are just memories in a photograph. Towers closed and operators moved on. Some of my best memories are in Hoopston tower watching the passenger train "hit the diamond" of the NKP, all now gone.

There are many friends now gone also. Bob S., Jewel H., Charlie M., Bob B., and of course Stan, are truly missed. Each time I enter the museum at

Rossville I still see their faces. Stan's presence is still there in his traction and we still make the comment "are you doing anything, Stan". They were part of the building blocks of the Chapter and the museum.

The last 25 years has brought many new friends and members. There aren't many of us left of the original group, only Dave Sherrill, Jess Bennett and museum member George Wynn. Many have moved on or are no longer members. New ones have taken their place. My new friends are active the museum, or not active at all. Many I have never met but they are still my new friends.

There have been a lot of changes in my life in the last 25 years, as we all have changes. My son was born the year man walked on the moon for the first time and wore a C&E I diaper made by the wives of members of the chapter. (He would kill me for saying that). He has graduated from college and is going on to graduate school. I will soon be 50 years old (help). I lost my father four years ago. He was a big supporter of my model railroad career and got me my first train set when I was 6. I still have that set.

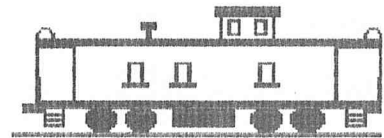
We have gone from F-7's that we thought would never leave to SD-60's and now "widecabs". The 40 foot boxcar is almost gone and who would have thought that. The caboose is gone and no one would have thought that in 1966. The changes we have seen in railroading are unbelievable. I used to think how unbelievable it was the changes my grandfather used to tell me about that he had seen in his lifetime, now I am beginning to see the changes also. Stop and think what has happened in the past 25 years. Think about all the history we have recorded in our photography and our models.

What will happen in the next 25 years? No one knows what will happen and we can only guess. Just look what has happened in Europe in the last few months.

What will happen in railroading? More than likely there will be fewer systems than we know today. Look for the mega-

mergers to occur before the year 2000 and for our now favorite railroads to disappear just like the C & E I did. The SD-60 will soon be a thing of the past and 25 years from now the young railfans will look on that "antique" as a strange piece of motive power.

What will I be doing in 25 years? Probably not publishing the newsletter I hope. I plan to be still involved in model railroading, the museum (if still in the area) and the NRHS. I hope that I live that long. I want all of you to know that I have enjoyed the last 25 years and look forward to being with all of you for the next 25.



WHEEL REPORT

THE TOFC fleet is decreasing and the use of containers is on the rise. While containers account for only about 20 percent of the business, the age of the trailer fleet is allowing companies to phase out the trailer and go with containers. Containers now make up about 48 percent of the intermodal business compared with 30 percent 10 years ago.

In a related item, Kawasaki Kisen Kaisha (K-Line) said that by the end of 1991 it will handle all of its US East Coast cargo by intermodal service through West Coast ports. APL and Sea-Land have already switched to fully intermodal traffic. An estimated 75 percent of all East Coast traffic to the Far East now moves through West Coast ports.

Sources via Lake Shore Timetable

UP has formally committed to move the 4-6-6-4 Challenger 3985 to CSX in December 1992 to run on the Santa Claus train on the former Clinchfield. This will be the 50th anniversary of the train. Details will be announced next fall and we will

keep you posted on the routing.

THE AMISH COMMUNITY HAS REJECTED A BIKE path in Central Illinois. The State of Illinois recently purchased about 30 miles of the former Pennsy line between Lovington and Oakland, Illinois from Penn Central Corp. This line, later the Wabash Valley and then the Prairie Central, was abandon about 4 years ago. The state is proposing a bike trail that would help the area with tourism.

The Old Order Amish sect has objected to the path as an invasion of their privacy. They do not want tourism adjacent to their property, even though some of them profit from tourism. The state will begin negotiations with the Amish to resolve the problems between the two. (*Terre Haute Tribune Star via John Fuller*)

HORSESHOE CURVE will have the grand opening in the spring of 1992. The scheduled re-opening is set for April 24 to 26 with ribbon cutting at 1 PM on Saturday April 25th. The Railroaders Memorial Museum plans a dinner on Sunday featuring a nationally recognized speaker from the transportation field. (*Via NRHS News*)

NORFOLK SOUTHERN is considering some changes in the St. Louis area. Over the past year NS has been performing some of the maintenance on the TRRA, one of the areas switching lines. They recently completed a welded rail installation on a section of the TRRA that they operate over. It now appears that NS will assume the management of the terminal line as well as the maintenance as plans are being made for this changeover. It is not a merger as the TRRA is still owned by other carriers in the region. The BN appears to be the last railroad needed in the agreement.

NS would like to abandon the present Madison District of the former NKP from Edwardsville to the BN crossing west of the power plant at Coffeen. Plans for the CNW coal train are to gain access to NS rails south of Staunton then going east to the BN at Litchfield. There they would go south and then over to the

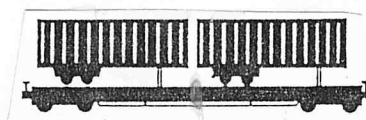
present NS trackage to the power plant. In a related move NS is also planning to sell a part of the Moberly to Des Moines line to BN with perhaps trackage rights over NS into St. Louis.

BN would like to get rid of the river route from West Quincy to St. Louis. The line, with all of the curves and river flooding, is a high maintenance line with little on track business. Presently the BN line through Litchfield is being used as a route to St. Louis. Recently a grain train operated to St. Louis via the UP and then engine light back to the BN. BN would prefer this route over the river route. We will keep you posted on any changes.

METRA has started taking delivery of the new F40PHM-2's for use in the Chicago area. These units are intended to replace the ex-BN 25 E-units. They are to arrive two at a time and plans were to replace the entire fleet by next summer. However, a contract with BN has postponed the changeover and the units are going into service on the Rock Island District lines of Metra. The new units have a slope nose similar to the Amtrak #450 and 451 delivered last year.

CHICAGO AND EASTERN ILLINOIS RAILROAD HISTORICAL SOCIETY 1992 calendar is now available. The outstanding calendar is available from member Robert McQuown, 26 Woodland Drive RR #1, Bismarck, IL 61814 for \$7.50 delivered. (Members of the society will receive theirs free). This calendar is one of the best on the market and is a must to add to your wall at home or in the office.

NORTH YARD will apparently go automatic soon. We have received word that apparently NS has lost the battle and Jacksonville will control the interlocking. CSX hopes to convert the interlocking over by February.



RAILWAYS OF AUSTRALIA

By Bob McQuown

Part 2

Leaving Cowra the next morning we were taken in Ron's van to catch a bus for the Capitol at Canberra. This bus line was not run by the state. The bus was old and very cramped, compared with the Country Link busses the state runs. It was an all day trip and the countryside was full of sheep and Wattle trees. Very beautiful and picturesque. On arriving at Canberra, we found the Australian Travelers Aid, who contacted a hotel nearby and got us a room. It was a very nice place, and the rate was reasonable, compared to some we had seen in the brochures. It was an older Travelodge but very clean and close to the center of the shopping and entertainment center of the city.

We spent two days in Canberra and saw the sights of the city by riding an explorer bus around to various stops. They made about 19 stops, and came back every hour to take you to the next stop you wanted to visit. The capitol building is new and very plush. We saw the parliament in session, and sat in for a few minutes in each the senate and house of representatives. The war memorial was probably the most impressive building on the tour. We spent about 2 hours there. They had exhibits from every war the Australians were ever in and it was very nice. They were having a Floriade, or flower show, there the following week, and the park was just full of acres of flowers in bloom. Needless to say my photographer daughter took lots of shots of these beauties.

On Friday we took the Country Link bus back to Sydney, and got a hotel on the City Circle route close to the center of town, and rode more electric trains. We visited the big Powerhouse Museum where they had several old steam engines on display. We also were able to ride the monorail, which went in a 2 mile circle around the convention center. This is called Darling Harbor and has much shopping and

amusements to see and visit. Street performers were all over the place, and since it was Sunday many people were out to watch. This is also where the Chinese Gardens are located; a formal garden given to the citizens of Sydney by the Chinese people. It was beautifully laid out with many flowers and pagoda type structures.

We did take a ferry from Circular Quay, which sits right next to the famous Opera House of Sydney, over to a suburb called Manley. We walked the streets, and had lunch and saw the very tall Norfolk Island pines. These are as straight as a ruler, and about 100 feet tall with very short limbs, and not much in the way of needles. They are a protected species now, as they were cut by the English for years as spars for sailing ships.

We also took a night ride on an electric train over the famous Coat Hanger Bridge, so called because it looks like one. The city and suburbs of Sydney slope up higher from the bay, and the lights at night were spectacular. Another beautiful sight was the rotating restaurant on top of Sydney Tower. The tower is about 1000 feet high; the highest building in Sydney. We were invited there by a couple of friends of Ron Horsfall, we had never met before, and they picked us up one evening and treated us to dinner. You could see for miles and miles from the top. The dinner was delicious.

We talked about their trip across Australia in 1988 on what has become known as "Sheffield Conquest". This was a pumper car ride from Perth, on the western edge of

the continent, to Sydney on the eastern edge. A total of 4235 kilometers, or about 2700 miles. This was a four man

pumper and they took turns pumping, allowing the local railfans along the route to help, making the trip in 37 days. They gave me a

badge that says "Section Operator", making me an honorary participant of the event. They had a train with supplies and sleeping quarters following along behind, but many nights were spent out in the open, sleeping on the ground in sleeping bags.

The two main men behind the trip were John Cooper, and Ken McCawley and his wife Betty. The very same people who invited us to eat dinner with them on top of the tower. Two days later these men and Betty brought the Sheffield trike, as they call the pumper, and another sit down trike, which was also a four man car, out to a place called Chester Hill, and we pumped those two trikes for about an hour up and down a siding of the New South Wales Government Railway. It was safe, as both these men were train controllers (dispatchers) for the railway, and knew the siding was not being used.

After the trike ride, we went to John Cooper's home and had lunch (Aussie meat pies) and John showed us his collection of railroad items. He had about 32 old wall clocks, similar to Seth Thomas clocks, hanging all over the house, many had New South Wales Government Railways on them. John also had a full Pullman berth in the basement as well as drawers and drawers full of railroad china and silver plate. He had many, many lanterns and pocket watches, signs and other railroad memorabilia. Made your mouth water to see so much stuff. John was generous, as he gave me several pieces of china to bring home.

That evening we went home with Ken and Betty to stay all night and eat another Australian meal at their home at Kulnura, some 40 miles north of Sydney. Ken and Betty live in the country and they also collect railroad items. Ken had about 25 trikes and motor cars in various stages of restoration, and a passenger car, and enough track to lay down in a circle and make a trike run-around. They also had a large bird cage outdoors, about 8 feet by 15 feet with about 20 exotic birds in it. Everyone seems to be bird lovers in Australia.

There are many wild birds that are beautiful and very colorful.

Ken was restoring a 1912 Fairbanks-Morse motor car that had the motor encircling just one wheel of the car. A very odd looking motor car. It was without a carburetor and fortunately what it needed was a Schreiber carburetor which is not too hard to find, and I did find him one when I arrived home, and sent it to him. It was solid brass and matched the diagram he had to a "T". He called me the other day, and said it had arrived and he was like a kid at Christmas. His wife Betty took us to the airport the next morning. We met my friend Stan there, and they wished us well, and we arrived home tired and happy. The trip was very worth while, even though the airplane ride wore you out. As soon as I forget how grueling the trip was, I may want to go again.

GROUND-BREAKING FOR CORWITH LOCOMOTIVE WASH FACILITY

On October 17, 1991, CEO Rob Krebs and other top Santa Fe officers were on hand at Corwith yard for the ground-breaking of a new locomotive wash facility.

Incorporating the latest technology, the \$2 million facility has a drive-through design fully enclosed in a 200-foot-long wash building. Operation will be automatic and computer controlled, offering good performance, reliability and maintainability. The facility will be heated for year-round operation.

Four stages will comprise the washing process. First, a cleaning agent will be applied through a spray arch in a carefully measured amount. The cleaner will be heated when necessary, depending on the outside temperature, to ensure optimal performance. Second, the locomotive will pass through a power wash spray. Twenty patented, rotary nozzles will deliver a high density, high velocity stream - approximately 350 gallons per minute under 500 psi of



pressure - to wash the loosened material from the locomotive. The third stage is the rinse arch, which removes any cleaner residue from the locomotive. The final stage dries the locomotive with two 75 horsepower blowers. The entire process will be completed in less than two minutes per locomotive, from start to finish.

Wash water will be recycled at an 80 percent rate, and the facility will include a system that cleans the wash water for reuse. Also included in the design of the facility is a waste water treatment system that ensures all water leaving the facility meets or exceeds environmental regulations before entering the sewer system. The design of the facility also ensures there will be no accidental spills or discharges of untreated water from the facility.

"We want to maintain a fleet of locomotives that employees can be proud of and that will allow them to work safely," said Doug Sizemore, assistant vice president and chief mechanical officer. "Our locomotive washing program is a key step in our equipment maintenance program, contributing also to the quality and safety of work life on the Santa Fe. The installation of the locomotive wash facility at Corwith, the busiest intermodal hub on the Santa Fe, will be instrumental to maintaining an attractive, safe locomotive fleet."

Construction on the locomotive wash facility began in mid-October and completion is expected by March 1, 1992. The facility is designed to wash 60 locomotives per day, but could handle up to 100 locomotives per day.

Via Santa Fe Railway News

UP CABOOSE SOLD

Last month the Chapter sold the Union Pacific caboose that has resided on the Kankakee Beaverville and Southern Railroad at Iroquois, IL. Since receiving the caboose as a donation from the Union Pacific several years ago we have not been able to restore the caboose or ride it on the KB&S.

As you know, our Wabash caboose was restored in 1990 and now resides in Monticello on the Monticello Railway Museum. With some work needed on the caboose this year, and the Chapter being short of funds, the decision was made by the officers to offer the UP caboose for sale.

An interested buyer was the Central Indiana and Western that operates out of Lapel, Indiana. Owned by Annex Railroad Builders of Indianapolis, In, the railroad was looking for a caboose to add to their fleet. Member Rick Schroeder has been working with the company and came to agreement on the sale. The caboose will be restored by the CI&W and may keep the UP colors. The agreement includes rides by the Chapter at an arranged time with the railroad. This will be worked out with the railroad and you will be notified for dates set up, maybe this fall if they are able to get the caboose ready for riding.

Proceeds from the sale will be used to complete restoration of the Wabash caboose. The MRM plans to have the Wabash F-unit dedicated this summer as it is not running and soon to be repainted. We have been contacted to have the caboose ready for the dedication. Work needed is replacing a hot journal and replacing the side windows on the copula plus complete the interior bench work. We look forward to working on the caboose again this spring.

WISCONSIN CENTRAL IMPROVES CANADIAN CROSSING

The Wisconsin Central has completed improvements to its 1.2 mile bridge that spans the St. Marys River between Sault Ste. Marie, Michigan and Sault Ste. Marie, Ontario. The improvements will permit the railroad to handle 100 ton shipments on the bridge, up from 89 tons in the past

"this expands an important international gateway" said WC President Ed Burkhardt. "Sault Ste.



Marie once again offers a fully competitive alternative to the Detroit gateway for moving shipments between Eastern Canada and the upper Midwest." He predicted the strengthened bridge will increase the importance of the gateway between the two countries.

The five month project involved replacing two 104 foot pony truss spans for a power channel located at the bridge's north end. Last fall, WC replaced cross ties and installed fresh ballast to strengthen the track in conjunction with the bridge project. More than 3,000 feet of track in Canada is scheduled to be relayed with heavier CWR next spring. The bridge was originally built in 1887 and is owned by the Sault Ste. Marie Bridge Co. which is operated by the WC. *Via Rail News Update*

CN TO IMPROVE US GATEWAY

The Canadian National Railway is spending \$155 million to build a new tunnel and improve the infrastructure at its Sarnia-Port Huron gateway between Canada and the U.S. The project will increase CN's international competitiveness and streamline the flow of freight between the two countries, according to CN President and CEO Ron Lawless.

The new tunnel will be open for business in 1994 Mr. Lawless said, and will slash 12 hours from the transit time for freight moving across the boarder. That freight now moves through a smaller tunnel and by river barge across the



St. Clair River, the 1.14 tunnel will be large enough to handle all types of rail traffic, including doublestack container trains and multi-level auto carriers. *Via Rail News UpDate 12-18*

MIDWEST RAIL SCENE REPORT

By Roy Scrivner

The Peoria Locomotive Works is building a demonstrator out of a GP-9 frame which will look like a long switcher. Rumor has it that the Iowa Interstate will be the first to use it free of charge. The unit is expected out in February or March and will ride on Flexicoil trucks.

The Toledo Peoria and Western has their #2017 back from Cleburne Shops. The wrecked #2001 will be returning soon with a new nose that is supposed to be similar to a SD-40.

As the new Santa Fe GE fleet continues to roll through the northern edge of Central Illinois they are now joined by another new GE. Amtrak has started taking delivery of their new power and they are working their way west to Los Angeles on the Southwest Chief. Numbered in the 500 series the new power will be assigned to the Sunset and the Southwest Chief out of the Los Angeles area.

AMTRAK

Amtrak's revenue-to-cost ratio reached all-time high of 79 percent in fiscal year 1991 ending past September 30, up seven points from previous year. This resulted partially from Congressional action relieving Amtrak of certain obligations for supporting Railroad Retirement and unemployment compensation systems. Ridership in fiscal year 1991 was up to 6.3 billion passenger miles from 6.1 billion in 1990.

Amtrak is assembling staff now to operate new Virginia Rail Express commuter trains due to commence operation to and from Washington DC in spring 1992. Amtrak also appears to have good chance of landing contract



AMERICA'S GETTING INTO TRAINING

to operate new Los Angeles, California commuter operation when it begins in late 1992, and is expected to take over responsibility for San Francisco - San Jose, California "Peninsula" commuter trains on January 1, 1992. *Via The Lake Shore Timetable*

Amtrak to test Swedish Trains

Amtrak will begin testing a new \$15 million Swedish-built passenger train that could reduce travel time between Washington and New York by 20 to 25 minutes and shave as much as an hour off New York-Boston times.

The X2000 is capable of speeds up to 150 miles per hour and is already operating in Sweden, where it has reduced travel time between Stockholm and Gothenburg from four hours to less than three.

The train automatically tilts as it enters curves. An onboard computer senses upcoming curves and automatically turns the wheel and axle assembly to follow the curve, allowing higher safe speeds on existing tracks. Other high speed rail systems, such as the French TGV and Japanese Bullet Train, require new tracks.

Currently, Amtrak Metroliners take anywhere from 2 hours 35 minutes to 3 hours to run between Washington and New York. The fastest trains between New York and Boston now take about 4 hours to complete the journey. *Via Rail News Update*

ROSS ROWLAND'S NEW STEAM TRAIN

Ross Rowland, the man who was responsible for the Golden Spike Limited with his Nickel Plate 2-8-4 759, the

American Freedom Train with his Reading 4-8-4 2101 and the American Coal Enterprises test trains with his C&O 4-8-4 614T, has a new train project in the works called the 21st Century Limited. Patterned after the American Freedom Train, the new train will visit 150 cities across the U.S. to display artifacts and developments that made the 20th century the greatest century for technical progress in the history of mankind.

A 32-car train would be powered by the 614 and consist of display cars, support cars and ten passenger cars for guests and staff. The project, which is expected to cost over \$100 million, is planned to hit the rails in 1996. It would be open for viewing a total of 1000 display days over a four year period, and would attract 12 million paying visitors. More will be said about this project as time goes by.

Via Dayton Ties & Tracks

SP'S SECOND YEAR ST. LOUIS-CHICAGO TRACK PROGRAM

Southern Pacific has installed nearly 55,000 crossties and more than 90 miles of continuous welded rail this year on its Chicago-St. Louis line.

SP acquired the line in 1989 from the bankrupt Chicago, Missouri and Western for \$21.5 million, plus debt assumption of \$11 million.

When it acquired the line, SP said it would spend some \$36 million to rehabilitate the line.

In addition to installing crossties and welded rail, SP said it also renewed more than 40 public grade crossings and did ballast and surfacing work on 165 miles of track. This year's improvements followed a 1990 program that saw installation of 57,500 crossties and 23 miles of welded rail as well as renewal of 25 public grade crossings.

Next year, the railroad plans to install 3,000 more ties, 16.5 miles of welded rail and 26 panel turnouts. An addi-

tional 25 grade crossing surfaces will also be renewed.

By the end of 1993, SP said, it expects the line to be completely equipped with welded rail, newly re-tired, and 100 percent surfaced.

The line is also used by Amtrak, which runs as many as eight passenger trains a day over it.

The project is being funded through the State of Illinois and federal loans administered by the Illinois Department of Transportation.

Via Rail News Update

TENNECO TO SELL THREE SHORT LINES

Tenneco, Inc. has reached agreements in principle to sell all three of its short line railroads.

Midsouth Corp., which operates a large regional rail system in Alabama, Louisiana, Mississippi and Tennessee, has agreed to buy the Corinth & Counce Railroad for \$32 million. It operates 26 miles of line in Mississippi and Tennessee.

Two other short lines - the 14 mile Marinette, Tomahawk & Western of Tomahawk, Wis., and the 13 mile Valdosta Southern of Valdosta, Ga., - will be sold to Rail Management and Consulting Corp. of Dothan, Ala., for \$22 million.

All three railroads were owned by the Packaging Corp. of America, a Tenneco subsidiary. All three provide service to Packaging Corp. plants.

Via Rail News Update

U OF I ENGINEER DISCOVERED CURE FOR "RAIL CANCER"

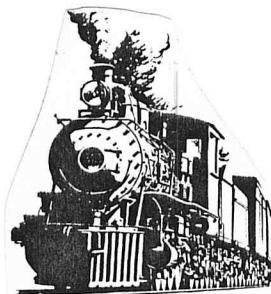
In 1930 Herbert F. Moore was in the process of concluding a 10 year study of metal fatigue. Moore, who joined the

University of Illinois staff as an assistant professor in 1907, was approached by the Rail Manufacturers' Technical Committee and the American Railway Engineering Association to research the failures in railroad rails. The industry offered \$50,000 a year for five years for the study and Professor Moore was off and running.

The study took 10 years to complete before the cure was found. The U of I was a early leader in railroad research and over the years offered the industry many new ideas as well as many young engineers. In 1930 the testing began in the year old Materials Testing Laboratory on the Champaign - Urbana campus.

Moore based his initial investigations on an existing theory that fissures might be caused by shatter cracks - microscopic faults in the railhead. After several years of testing it was determined that this was indeed the cause. Through subsequent metallurgical and chemical tests, the origin of the cracks was ultimately traced to the presence of hydrogen, trapped during the manufacturing process in the steel used to manufacture the rails. The solution was to slow down the cooling process and allow the hydrogen molecules to escape (Controlled Cooling). By 1936 steel mills nationwide were applying the "rail cancer" cure. Not one million tons of rails properly made by this process has failed from this cause today.

The university continues to research rail failures for the industry. Presently they are studying shelling in rails and detail fractures in thermit welds. The weld failures have become more frequent as the industry increases the use of CWR and increases the loads on rails.



STEAM NOTES

The Reading Class T-1 #2100, lately a resident of Hagerstown, Maryland, now stand in the Wheeling & Lake Erie yard at Brewster, Ohio. The big 4-8-4 is expected to be one of the sources of motive power (together with Nickel Plate 2-8-4 765) for a program of steam excursions on the W&LE in 1992. The locomotive was moved this fall, first of all, to get it under roof for the coming winter and, secondly, to have it in place for the anticipated spring excursions. The locomotive had been standing on an outdoor siding in Hagerstown since its eviction from the nearby ex-Western Maryland roundhouse by CSX in February 1989. The locomotive is expected to move indoors into one of the W&LE shop buildings and into what could become its permanent home.

The trip to Brewster began on Monday, 11 November, when the 2100 (with its main drive rods removed to facilitate its being towed over CSX) left Hagerstown behind two W&LE SD-45's and a consist of an auxiliary tender and a tool car leased from Ross Rowland's 614 consist, plus Bill Benson's private car and a caboose. The route of the special train was the CSX/B&O to W&LE's Rook Yard near Pittsburgh, then over W&LE tracks to Brewster, reaching there late Monday night. On Wednesday morning, the 2100's rods had been put back on and the T-1 moved out westbound under its own power at a leisurely pace to Brewster, arriving there around 7 PM.

The details of the anticipated excursions negotiated with the W&LE by 2100 owners Bill Benson of Right-of-Way Industries of Akron, Ohio, and Richard Kughn of the Lionel Corporation, Detroit, should be available in the spring, when the excursions are expected to begin. *Via Dayton Ties & Tracks*

A TRACK FOR THE '587'

Tourism officials and rail buffs are delighted, and a handful of companies are relieved over a deal in the works to buy and save the last north and south rail line into the center of Indianapolis.

Indiana Transportation Museum of Noblesville could have the deed to the 39-mile rail line in hand by the year's end, Director Michael Lennox said recently.

"We're very close" to agreeing to buy the line from Norfolk Southern Corp. for \$1 million, he said.

"The deal would give the Noblesville museum its own track, which it would keep open for freight and also for excursion trains to chug between Noblesville and the Indiana State Fairgrounds", Lennox said. "The excursions could start as early as spring", he said.

The museum is on the line, which runs from Tipton, Indiana to about 10th Street and Keystone Avenue. It is the same line the Fair Train uses during the Indiana State Fair.

The line would be ideal to run ex-NKP No. 587, the 1918 steam engine that

was restored in 1988 but has been little used since because of high cost of rail rights, said Lennox. The museum leases the engine from the City of Indianapolis.

The \$1 million price is the line's scrap value to Norfolk Southern, who earlier this year, petitioned the federal government to abandon the line because of declining freight business.

Purchase of the line might also include ownership of the trackless rail bed from the end of the line at 10th and Keystone to Union Station.

The thought of possibly extending the line to the restored station next to the Convention Center and Hoosier Dome boggles the minds of tourist promoters.

Via Dayton Ties & Tracks

NEW MACHINE LAYS UNION PACIFIC TRACK

The Union Pacific has been laying a lot of new track these days. But it is a far cry from the way it was done when UP pressed onwards toward Promontory, Utah, for the famed Golden Spike ceremony that joined UP and Central Pacific to create the nation's first transcontinental railroad.

Now a single unitized track construction system accompanied by flatcars loaded with prestressed concrete ties puts in the new track. And a crew of 15 does the job instead of upwards of 100 gandy dancers. Six of the 15 are on the machine, which is the heart of the system.

The first such construction was carried out on Union Pacific lines in Nebraska and Kansas last year and has continued

AMTRAK RETURNS TO GIL REID PAINTING FOR 1992 CALENDAR



Amtrak's 1992 wall calendar again features a full-color reproduction of a watercolor by noted Railroad Artist Gil Reid. Entitled "The Crescent Tradition," the painting depicts three generations of the New York-New Orleans Crescent which has been operated for 101 years by Southern Railway and now Amtrak. Specially-lettered green-and-gold Pacific #1393 illustrates the Crescent Limited of the 1920's and 1930's, E8 #6901 represents the stainless-steel train of the period through the late 1970's, and Amtrak's newest F40PH #415 is shown leading the present-day Crescent.

Measuring 23-1/2 x 33-1/2 inches, the year-at-a-glance calendar is available by mail for \$5 per copy, two for \$9 or three for \$12, with discount prices for greater quantities. Checks or money orders payable to "Amtrak Calendar" should be sent to: Amtrak Calendar, P. O. Box 7717,

Itasca, IL 60143. Calendars are shipped in sturdy mailing tubes and at least two weeks should be allowed for delivery.

Calendars for the years 1980 through 1991 are also available for \$2 each, and orders should specify the year(s) desired.

PHILADELPHIA CHAPTER CINDERS

on steadily through the 1991 work season. "The time required to spread out ties, rail and materials has been cut down by one-third over present mechanized methods," stated Jim Beran, UP's chief engineer-design and construction. "Then the process of building the new track has been cut down by another third, to say nothing of the more consistent track installed to Union Pacific standards with respect to track alignment and spacing of ties."

Stan McLaughlin, vice president-engineering services, pointed out that the new system has played a major role in Union Pacific's Project Yellow of building additional capacity into the railroad's unit-train coal corridor from the Powder River Basin to electric power plants in the South and the Gulf states.



Within several years, such traffic over the line between Omaha/Council Bluffs and Kansas City has increased from five trains daily to 30. In addition to the coal, multi-level stacked container trains also have begun to move over the route.

Consequently, Project Yellow has been tantamount to connecting the passing sidings to create double-track line. Where not being connected to double track, sidings are being installed or extended to lengths of up to 8,800 feet to be able to hold the long trains.

Once new construction is finished, centralized traffic control is expanded. Project Yellow involves 766 miles of line and the expenditure of \$270 million.

The compactness of the new track construction system enables it to get from one job site to another smoothly. In the initial planning the ties were to be stored at some site near installation. However, it proved to be just as effective to load the ties at CXT's concrete tie plant

in Spokane, Wash., on the special flatcars, transport them to the installation site and then couple the cars to the track construction machine so unloading and installation could be one continuous process.

The normal consist of concrete ties is made up of 10 flatcars. Each car is equipped with auxiliary rails on each side to form a continuous running rail for the gantry that makes the transfer of ties to the track construction machine.

Pivoting extensions between the cars allow the gantry to operate on curves.

All of the new construction to date has involved prestressed concrete ties. However, Stan Hanquist, UP construction engineer, explained that with slight modification the machine also could handle wood ties.

He explained that at the time of writing a new stretch of 8-9,000 feet would start up on Tuesday and be ready for dumping ballast on Friday. The record day in 1990 came to 2,563 ties for 5,100 feet of track, all on one siding. Normal production is between 1,300 and 1,400 ties per day. Steady working speed is rated at 10 ties per minute.

Tamper Corp. of Cayce-West Columbia, S.C., designed the NTC New Track Construction Machine. It is an outgrowth of the P811 tie-renewal machine, which the Union Pacific also uses.

The simplicity of the new track construction machine is evident in its three major components. One is a standard Caterpillar 953 track-type loader equipped with front-end bucket. It pulls a truss-frame system that rides on an unpowered crawler unit in front and is connected in the rear to a flatcar. Within the truss frame is a conveyor that carries the new ties to an assembly that places the ties on the subgrade.

The flatcar that supports the rear end of the truss frame has running side-rails for the gantry. The gantry itself picks up and carries 22 ties at a time along the top of the cars. The gantry drops the ties onto the end of the flatcar supporting the truss frame. That mechanism moves individual ties onto the transfer-conveyor system within the truss frame. It carries the crossties down to the tie-laying mechanism, which places the ties on the roadbed at a precise and predetermined spacing. A measuring wheel controls the distance between the ties.

At the end of the conveyor is a work station where the ties are guided onto the roadbed. At that station, tie pads are placed on the ties. Then for a distance of some six-to-eight ties the rail is threaded on the pads and at another station the fastening clips are installed.

The rail is guided onto the ties first by guide rollers mounted on the Caterpillar 953 and secondly by a set of guide rollers mounted on the truss frame. Lateral position of the ties is controlled by modifying the position of the unpowered crawler on which the front end of the truss frame rides. Using joy stick hydraulic control, an operator walking alongside the unit steers the crawler tracks so that the tie ends are placed up against a plumb line on the subgrade to indicate the precise lateral position of each tie. Spacing between ties is set at 24 inch centers by a pair of hydraulic clamps and toggles, which release the ties in parallel position through a connection with a calibrated distance wheel that rides on the rail already in position.

To date, the new track construction machine has been installing track along five different segments of the Union Pacific. The first portion involved a total of 10 sidings of the North Platte subdivision. The rest of the work has been on the Fall City subdivision between Kansas City and Omaha, as well as the "corridor" between South Morrill, Neb., and Kansas City.

Via Progressive Railroading