

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

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

OFFICERS FOR 1993

Our 25th Year

PRESIDENT: Larry Prosser

SECRETARY: Doug Nipper

NATIONAL DIRECTOR: R. M. Schroeder

MUSEUM DIRECTOR Doug Nipper

EDITOR: Richard M. Schroeder

P.O. Box 1013

Danville, IL. 61834-1013

MEMBER: Illinois State Historical Society

Congress of Illinois Historical Societies and Museums

VICE PRESIDENT: Dave Sherrill

TREASURER: Allen Cooke

PROGRAM CHAIRMAN:

HISTORIAN: Jesse Bennett

PUBLISHER: Allen Cooke

Cooke Business Forms, Inc.

John Cooke Sr., Honorary Member

Volume 24

January 1993

Number 1

COMING EVENTS

January 21, 1993

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

February 7, 1993

Train Show at Terre Haute, IN, 11-4, Hulman Center in downtown. Contact Russell Curry, RR 2, Box 40, Center Point, IN 47840.

February 27, 1993

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

March 27/28,, 1993

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

April 17, 1993

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

July 21 to July 24, 1993

NRHS annual convention in Chicago. UP and NS Steam trips plus side trips to Illinois Railway Museum and on the South Shore.

NEXT MEETING

The next meeting will be held on Thursday, January 21, at the Community room of the Palmer American National Bank in downtown Danville. The bank is located on the square on the opposite corner from the Courthouse. Parking is on the south side of the building. Enter through the east door and take the elevator to the second floor. The meeting will begin at 7:30 PM.

Our new President will appoint some of the positions you see listed in the masthead. We will discuss plans for 1993, our 25th year. They will include a planned caboose trip on the Central Indiana and Western

Railroad. Program will be given by Rick Schroeder providing, of course, he can make it from wherever he might be at the time. This month will feature reconstruction of the Rock Island District bridge for Metra at Joliet, Illinois. Also, we will see the Soo Line beginning around 1980, long before the Milwaukee would become part of the Soo.

We welcome new members this month. Ron and Kathie Roark, 501 N. Grant Street, Danville, IL are our newest members. Ron is in maintenance and is interested in getting into model railroading. (He came to the right place).

We have received word from member Mike Voss that he has moved to snow country, Idaho. Mike is now living in Lava Hot Springs, Idaho. Mike is now a Mine Reclamation Specialist with Monsanto Co. where they produce elemental phosphorous. He lives near the Green River Sub of the UP and sent along some photos of the UP with snow in the mountains. He has offered slides of the UP in the area and by this issue your Editor is asking Mike to send a set to be shown at one of the meetings.

In the 1993 renewal statements we have received several donations to the Chapter. To all that have donated we say thanks. Your continued support is greatly appreciated.

As we start our 25th year we are going to be including history from past issues of the **FLYER**. On page four is a reprint of the first issue from then editor Asa Edwards and on page eight is history from January's past. We have come a long way. We thank everyone that has made this chapter a part of history since 1969.



TRAIN ORDER SIGNAL NEWS

As many of you know already from past articles in the **FLYER**, the Chapter was lucky enough to obtain the train order signal from North Yard when it was closed in July of last year. You may also know about the fund we have set up to restore the signal at the museum in Rossville. Well, your donations have been put to good use thusfar, culminating on



December 8, 1992 when the signal was re-erected on its new foundation at the rear of the depot museum.

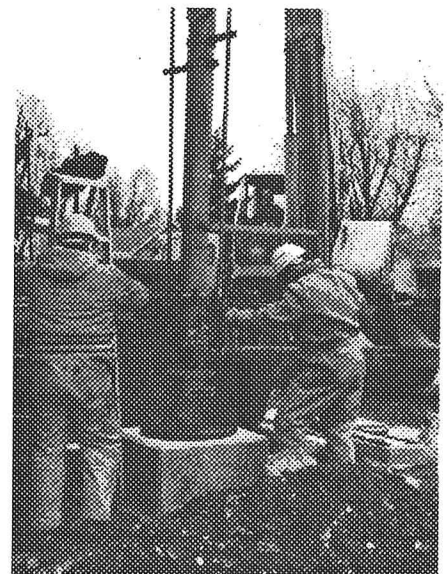
The largest credit for this being done goes to our own Bob Gallippi. His one-man effort led to the construction of forms, wire cages and to the digging of the hole for the foundation, as well as the actual pouring of the concrete. This foundation should last many, many years, certainly as long as the depot stands. All of our hats are off to you, Bob!

On December 7, Bob called me and Jess Bennett to inform us that he had arranged for a crane from Silver Brothers in Hoopston to be at the museum at 1:00 P.M. the next day. I took a half-day off work to be there for the event. Bob McQuown also showed up and acted as our company photographer. In another amazing feat of what you can do with the right equipment, the signal was up, leveled and bolted down in about an hour. It was simply no match for the behemoth crane the Silver Bros. sent down. After all the pictures

were taken and congratulations exchanged, Bob and I stuck around to grout around the base and seal around the bolt holes. Certainly a job well done.

But now that the signal is up, don't think we're anywhere near done with the project. A lot will have to go into making it work again and look good. It won't be any small task to get the arms back on and the pipelines re-connected to the operating levers inside the depot. And certainly the whole thing needs a good scraping/wire-brushing and a couple coats of paint. We'll take your help in any way you can provide it. A good portion of the money in the fund has been eaten up by what we have done so far, so I'll remind you that the fund is still open. For that matter, all of our funds are open-ended, so if anyone would still like to help with the Wabash caboose that is possible also.

But as for the signal, the major hurdles have been overcome. It is back up in the air on a new foundation after only five months on the ground. A pretty good accomplishment for any railroad organization. Part of North Yard will indeed live on. *Doug Nipper*





WHEEL REPORT

WISCONSIN CENTRAL units have been showing up in Danville since October. The ore train from Duluth to Birmingham via WC-CSXT has been using ex-BN SD-45's on many trains. On December 12 SD-45's #6690, 6533 and 6506 were on a southbound train. The ore train off of the BN has had wide-cab power sometimes. Keep your cameras ready. The WC power usually runs on days that your Editor is not in Danville.

INDIANA SOUTHERN has four units repainted as of early December. So far #6556, 6560, 6563 and 6599 have the red and bronze scheme. One of the units was southbound on train #795 through Danville in late November. #6599 is ex American European Express #1. AEE #2 is still in original paint plus one other ex-BN GP-40. Repainted units now have ditch lights. Power can be found at the station in Spencer, IN or around the Indiana Railroad connection at Switz City. Via Indianapolis Railfans

On December 13 Indiana Southern #6560 and AEE #2 were in Danville waiting to go northbound. It is assumed they were on their way back to National Railway Equipment for repairs.

THE OUACHITA RAILROAD that operates from Eldorado, Ark to Lillie, La has ex-C&E SW-7 #132. The unit was moved from the Dardenelle and Russellville Railroad where it was numbered #17 since being acquired from the MP.

SAFETY CAB On July 28 in Crowley, LA,

Amtrak's Sunset Limited struck a flatbed truck carrying drums of hydrochloric acid and xylene, which exploded. The train was led by new Amtrak Dash 8-32BWH #509. The value of the safety cab was demonstrated when the head-end crew survived the accident with no injuries. Amtrak #509 will be repaired at Altoona backshop for the heavy damage it received in the accident. F40PH #252 and GP40L #656 will be repaired at Beech Grove, Indiana. Gulf Coast Railroading via The Coal Bucket

BEECH GROVE SHOPS OF AMTRAK has seen a layoff of over 200 personnel in the fall of 1991. Indications are that another layoff will occur in the spring of 1993. Much of the work has been moved to other shops where the quality control has turned out better work as a lower cost. Attempts have been made at Beech Grove to get the employees more involved with quality control and better production time on equipment. Limited success has resulted and now Amtrak is looking for ways to cut cost and improve quality in light of limited federal funding.

ILLINOIS CENTRAL is slowly getting the towers closed. The week of December 7th saw Avenue Tower in Springfield closed. Signal crews of the IC and NS are working in

Gibson City to get the interlocking ready to close. Plans are being made for a February cutover to the IC dispatcher in Homewood. Next on the list will be Gilman with Champaign Tower last on the list. That tower should go by late fall 1993 or early in 1994. Springfield will remain the city in our area with the most towers still open. This will change in 1994 when the new trackwork is completed by NS and SP.

IOWA RAILFANNING

by Jesse E. Bennett Jr.

I would like to share with you some information on a reasonably good location to observe train activity. In all these years of visiting in Iowa, I never really did much looking for a good spot to see things. This past October, however, I found myself there with a few extra hours of free time to look around.

In Muscatine, Iowa, the Soo (ex-Milwaukee) has a yard and an office in the old depot there, which is at the west end of the yard. The east end of the yard is along the river downtown. This is the Milwaukee's old Kansas City line, and the railroaders here are friendly.

The Quad Cities area doesn't seem to have the activity that it used to. The Iowa Interstate, Soo, Burlington Northern and DRI line are now the rail partners in town. The DRI line is down to just two SW-type switchers in operation. They tie up in Bettendorf.

In contrast, north and east up the Mississippi River it is an entirely different case. About 25 miles or so up the road things are busy in Clinton. The C&NW mainline west crosses the river from Illinois into Iowa at this point. A lot of activity was observed in the few hours I had here. I found a location across from the former depot, now boarded up. The yard and shops are to the west

THE STANDARD CLOCK

During this, our 25th Anniversary year, this column will look back in time at the history of the Danville Junction Chapter, using excerpts from back issues of the DANVILLE FLYER. Although the Chapter was chartered in 1968, the first issue of the FLYER was not published until January of 1969. Thus the volume number on the issues you get today lags our actual age by one year. Nonetheless, thanks to current Editor Rick Schroeder, we have one of the best publications going in the NRHS Chapter arena. For this first column, we would like to submit a complete reprint of that very first Issue, January 1969:

Published Monthly by
DANVILLE JUNCTION CHAPTER of the NATIONAL RAILWAY HISTORICAL
SOCIETY
January 1969

The January meeting, held at the R. W. Block residence, was well attended, inspite of the snow, cold and icy weather conditions. Of course our November and December meetings were a must as we now have our by-laws and Christmas party behind us. This meeting could well be termed our first. Certainly as the New Year dawns with all its faults and nicities, "Railroading Rick" (Pres.) was not to be outdone. To start the New Year right, he railroaded in his V.P.'s (Committee Chairmen). As is normal for all newly formed organizations our membership is small, everyone must be a little aggressive and asume a few extra duties. Since the Danville Junction Chapter is the first in Illinois, let's keep it that way and get your LOCO-MOTIVE.

*****1969 DUES ARE PAYABLE NOW*****

Question of the month. Which locomotive ran under its own power from Philadlephia to Chicago to take part in the World's Columbian Exposition in 1893?

(hints- the West Point-the John Bull-the Dewitt Clinton).

(ans. next mo.)

*****PAY YOUR 1969 DUES NOW*****

This paper is a result of another "railroading job" of "Railroading Rick". The Editor was railroaded in and certainly needs your help to make it what you, the members, expect and want. Your ideas, material and what have you will be appreciated. The blank area at the top was not a mistake. We got a railroaded editor, but no name for the paper. Bring your ideas to the Febuary meeting.

The next meeting. February 1, 1969 at the Dave Sherrill residence,
105 S. State Street. Danville, Illinois.

Asa A. Edwards, Editor

of this point and a junction and wye are to the east. Soo Line tracks go up the west side of the river at this point, with crossovers between three main tracks. A BN local also ties up here.

I had hoped to see a lot of C&NW units. It looked more like the UP, though. Only saw two North Western road units on the stack, piggyback and merchandise trains that I observed while there. Of course, there were C&NW units down at the yard and enginehouse, but out of reach to the public. I saw one Soo pass through and head north up the river.

PENNSYLVANIA TRACK CLEARANCE PROJECT TO OPEN PORT OF PHILADELPHIA TO DOUBLE-STACK TRAINS

Conrail, CP and the State of Pennsylvania are going to spend almost \$80 million to improve clearances so that double-stack trains can operate into the Port of Philadelphia from both the Midwest and New York state.

The initiative will clear low bridges and other obstacles in order to provide a clearance of 20-feet, eight-inches.

A recently completed study by a consultant for the Pennsylvania Department of Transportation indicated 84 structures need to be raised or cleared on the Conrail mainline from the Ohio border to Philadelphia and another 25 will need to be handled on the CP/Delaware & Hudson line from New York.

"For our industries to compete in a global economy, we must leverage every possible efficiency and productivity advantage we possibly can," said Pennsylvania Governor Robert P. Casey. "Our evaluation shows the benefits of this project

Down on the DRI line/Soo Line I did see, from a distance, a BN loaded coal train, an empty return train and a Soo train near Bettendorf. The latter was meeting a BN train at LeClaire.

If you become bored while visiting here you can travel another 18-20 miles up river to Savanna, Illinois where another bit of interesting rail activity takes place. As for eastern Iowa, though, if anyone is in the area and has a bit of spare time on hand, it is a good place to see some different type of activity than what you may be used to.

far exceed the \$77 million cost, with a net present value in transportation savings alone of \$250 million."

Conrail said it would spend \$39 million as its share of the project to achieve double-stack clearance in Pennsylvania. In addition, it will spend \$3.1 million to connect the Pennsylvania double-stack route with lines to the west at Cleveland.

James A. Hagen, Conrail's chairman, president and CEO, praised Governor Casey for his support of the project. "By supporting funding for these improvements, Governor Casey will help create much needed new jobs in construction as early as next spring. The double-stack clearance route across Pennsylvania will also lead to increases in transportation and distribution jobs."

Governor Casey said that if the state legislature quickly approves authorizing legislation, the project can get underway next spring and be completed in 1995.

Via Rail News Update

UNION PACIFIC

As Mexico emerges from its protectionist trade environment, lowering tariffs and increasingly interacting with world markets, Union Pacific is experiencing substantial traffic growth with companies located in Mexico. Through September 1992, UP volume into Mexico increased 28 percent over the same period in 1991. The improvements have been driven primarily by gains in automotive, intermodal and grain traffic.

Automotive traffic is up 18,800 carloads, or 63 percent year over year. UP serves each of the Big Three U.S. automakers in Mexico, and in 1992 added a contract to move auto parts for Ford's Cuautitlan assembly plant. Intermodal traffic has grown 11 percent year over year, as UP capitalizes on its existing partnership with American President Lines to serve Mexican customers. UP has also established a new partnership with J.B. Hunt Transport last April. Grain movements are up 86 percent over the same period in 1991.

Part of UP's success is the fact that the route into Mexico is shorter and faster than other rail carriers. Additional customers taking advantage of this route are Vitro - a world-class glass manufacturer and parent of Anchor Glass, General Electric and Jefferson Smurfit, a major paper manufacturer in Mexico.

Currently UP moves approximately two carloads south to Mexico for every one carload north. This ratio is expected to balance as UP concentrates on attracting more north-bound business out of Mexico as Mexico increases its manufacturing and export base. Given the volume of growth, 1992 revenue from business with Mexico is expected to increase 25 percent over 1991. The UP strategy is to achieve 15 percent revenue growth per year.

Via UP INFO Magazine

JOINT C & E I H.S. AND WABASH H.S. MEETING

On April 17, 1993 the C&EI H.S. and the Wabash Railroad H.S. will have another joint meeting in Danville, Illinois. The meeting, to be held at the Danville Area Community College on East Main Street, will begin around 10:00 AM with displays and swap tables open all day. Both societies will have a meeting after 6:30 P.M. with a joint slide show in the evening.

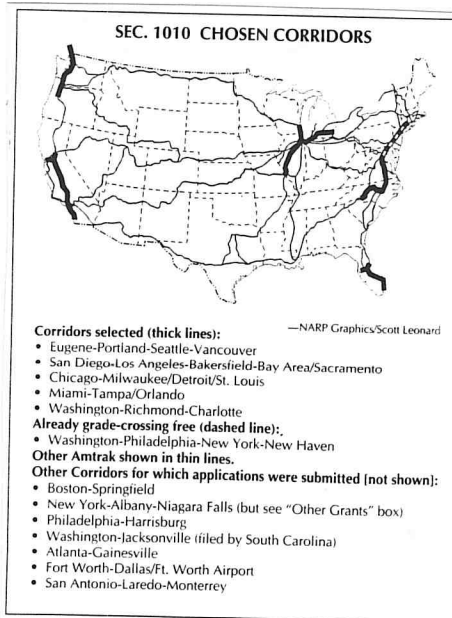
Plans are still being made but a tour of the Danville area is planned as well as the Danville Junction Chapter's museum in Rossville being open Saturday afternoon. The Chapter's model layout will be open for any of the society modeler's that wish to operate trains.

On Sunday the Wabash society is planning to have a charter trip on the Monticello Railway Museum featuring the Wabash F Unit and the Wabash Caboose. Members of both societies are invited.

RAIL CORRIDORS GET FEDERAL MONEY

In December we told you about the plans for high-speed service in the St. Louis to Chicago and Milwaukee corridors. With the election of Bill Clinton and the frequent campaign references to "high speed rail" we may see an increase in funding of projects.

Sec. 1010 of the 1991 highway/transit authorization proposed funding to several corridors. Sec. 1010 was primarily the work of Sen. Paul Simon and Rep. George Sangmeister, both of Illinois. Sec. 1010 is important because it earmarks highway trust fund money to meet Amtrak-related needs. It planned for improvements to ser-



vices that already have speeds in the 90 mph range or are expected to occur in the near future.

In Illinois funding will be \$950,000 for Sec. 1010, \$250,000 for grade crossing work and \$160,000 for Intermodal Terminal Planning Grants for a total of \$1.36 million. Michigan will have the same funding total with other states being below this funding level. The planning grant for Illinois will look at intercity trains to connect Union Station and O'Hare Airport. A connection to a freight line which joins Amtrak's Milwaukee line at Techny would enable Milwaukee to Chicago trains to run via O'Hare rather than backtracking.

Via N.A.R.P.

ICC OKAYS WC PLAN TO BUY TWO SHORT LINES

The Interstate Commerce Commission has approved the proposed sale of two Wisconsin short line railroads to a subsidiary of Wisconsin Central.

But, in approving the sale of the Fox River Valley and Green Bay and Western Railroads, the ICC voted 3-

1 to impose labor protection provisions on the transaction. WC had sought an exemption from the labor provisions, which will require the carrier to protect the wages of employees of FRVR and GBW for six years.

In a separate 4-0 vote, the Commission rejected Chicago & North Western's request that it be granted trackage rights on a number of the lines WC was seeking to acquire. CNW previously owned FRVR, but sold it to Itel Corp. in 1989. Itel reached agreement to sell both railroads to WC for more than \$60 million earlier this year.

Instead of granting the trackage rights, the ICC decided to monitor the impact of the transaction for five years to determine if trackage rights or other competitive alternatives are needed.

WC President Edward Burkhardt said, "On balance, we are very pleased. We need to determine the extent to which labor protective costs will burden the transaction." the labor costs "should be something we can live with," he added.

The ICC is scheduled to issue a formal decision by December 10, and WC said it plans to close on the purchase by the end of the year.

WC is the nation's largest regional railroad, operating more than 2,000 miles of line in Wisconsin, Michigan, Minnesota and Illinois. FRVR and GBW operate more than 400 miles of track in Wisconsin.

Via Rail News Update



AMTRAK OFFERS PHONE SERVICE FROM CHICAGO TO DETROIT

Amtrak has begun offering Railfone onboard telephone service on trains operating between Chicago and Detroit.

This is the first time that Railfone service has been available in the Midwest.

More than 1.4 million phone calls have been made on Railfone since it was first introduced on Metroliner trains in the Northeast Corridor in 1986. Service has since been expanded to include most other Northeast corridor trains and trains operating along three separate California corridors: Los Angeles-San Diego; Oakland-Bakersfield; and San Jose-Sacramento.



"We're expanding the Railfone service to the Midwest

because it has proven to be a convenient, popular telecommunications feature for rail passengers," said Robert C. Calafell, president of GTE Railfone, Amtrak's partner in providing the service.

Via Rail News Update

Amtrak employees have written rules for Rail Buffs traveling the Amtrak system. It seems that some railfans have caused problems for crews on trains by not listening to crew members instructions, getting in the way and **VIOLATING SAFETY RULES.**

1. Listen to instructions of **ALL** onboard crew members and follow their instructions as **ALL** passengers are requested to do.
2. Do not jump off of the train at each flag stop.
3. Leave at home the attitude that

you know it all or at least more than the crew members. In some cases you may know more but no one appreciates that attitude.

4. Avoid safety violations.
5. **DO NOT** open vestibule doors unless you receive permission from a crew member for a special photo. It is dangerous.
6. Remember, everyone **DOES NOT** have the same level of interest that you do and the crew is there to perform their job.
7. Do not use the aisles while passengers are trying to entrain or detrain.
8. **If you carry a radio use an earpiece.**
9. Don't assume you have any additional rights or privileges just because you are a railfan.
10. Thank you for your support of Amtrak and the railroad industry in general.

Via. U.S. Rail UpDate

NORFOLK SOUTHERN - CONRAIL JOINT INTERMODAL VENTURE

Norfolk Southern and Conrail are exploring creation of a joint intermodal venture that would compete for truckload business.

Retail service would be sold, marketed and administered under the banner of Triple Crown Services, currently a NS subsidiary that has successfully marketed RoadRailer service for the past six years. Conrail will provide extended geographic coverage in the Northeast.

Conrail and NS will be equal partners in the new entity. Both railroads will continue to market wholesale intermodal rail services through other sales channels, including existing third-party retailers, double-stack network op-



WISCONSIN CENTRAL BEGINS STACK SERVICE

Wisconsin Central has begun offering double-stack service to paper manufacturers and other potential users in the Wisconsin Valley.

"Double-stacks offer a better quality ride," said David Wilson, WC's manager-intermodal marketing, "and will permit Wisconsin Valley shippers to take advantage of what is viewed as the prevalent rail technology of the future."

The new service is available through Hub City North Central, Olson Distribution Systems, Inc., and other third party agents who offer shippers dock-to-dock freight transportation combining the convenience of local truck handling with the economies of over-the-road rail transportation.

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erators and truckload carrier partnerships.

A joint statement by David R. Goode, chairman, president and CEO of NS; and James A. Hagen, chairman, president and CEO of Conrail, said: "Every year we lose considerable revenue to the highways. A combined NS/Conrail intermodal venture will permit our carriers to compete at the retail level, placing traffic now moving via highway onto the two railroads.

"Our mission is to establish a rail-based retain intermodal transportation service utilizing our rail networks to meet or exceed a customer's door-to-door



needs in the high-service truckload market."

The Triple Crown Services joint venture will provide a single point of sales and accountability for door-to-door service on lengths of haul over 400 miles; maximize return on investment through high equipment 48- and 53- foot domestic containers and RoadRailer units.

Initial traffic corridors will include New York-Chicago, Chicago-Atlanta and Atlanta-New York, allowing the placement of traffic now moving on the highway into containers or RoadRailers on the two railroads' existing intermodal trains.

Via Rail News Update

MORE JANUARY HISTORY FROM YEARS PAST IN THE CHAPTER:

January, 1970- "The Chapter was well represented at the recent wreck of a C&E1 frt. train at Glover. Our director (Bob Block) was photographed digging through the wreckage of the tower trying to find some souvenirs."

"We wish to welcome Mr. Stanley Chausse, 3211 Vista Dr. as a new member to the Chapter. Mr. Chausse comes to us from Toledo, Ohio and brings great knowledge about other historical organizations. Also, he won the door prize at our Christmas dinner.

January, 1976- "As the end of 1975 approached a total of 76 locomotives had been painted in Bicentennial colors. By July 4th over 100 should be in the red, white and blue.



NORFOLK SOUTHERN, CP RAIL, GUILFORD TURNUP COMPETITION FOR BOSTON

Norfolk Southern is providing the Chicago-to-Buffalo link for intermodal service between Boston and the Midwest, launched by CP North America's D&H subsidiary and Guilford Industries' Springfield Terminal Railway. The new service began Oct. 19 with an intermodal train from Boston to Chicago. Norfolk Southern is handling the train from Chicago to Buffalo.

The entry of the NS-CP- Springfield Terminal trains into the intermodal field helps Massachusetts Gov. William Weld, who is backing \$95 million in state spending to provide double-stack clearances for Springfield Terminal as part of an effort to make Boston more competitive with New York.

Traffic World says Springfield Terminal's return to intermodal business after a four-year absence, and the launch of what is promised to be 38-hour service, six days a week between Chicago and Boston has given Conrail the incentive to begin a six-month test of a 30 percent cut in rates for international containers moving westbound from Boston to Chicago.

Via Norfolk Southern AS INFORMATION

REBUILDING THE KANSAS CITY SOUTHERN

Over the past 10-year period the Kansas City Southern has been rebuilding the railroad at a cost of nearly a half-billion dollars. By the end of 1994 the KCS will complete rehabilitated from end to end. The railroad will have as good a physical plant as any railroad in the industry.

Vice President and Chief Engineer David W. Brookings has been the man in charge of the effort that began in the mid-1980's. The rehabilitation has involved laying about 850 miles of 136-pound CWR that will handle from 16 to 30 million gross tons per year. Another 100 miles will be installed in 1993 and 125 miles will be added in 1994.



Along with the rail program KCS has been on a crosstie insertion program with about 250,000 ties placed annually. About 300,000 tons of ballast has been used in surfacing the new track. Though

KCS has tested some concrete ties, failures in the 1960's have led the railroad to use timber ties on the entire railroad. Some azobe ties have been used with about 8,000 used per year, mainly in crossings and curves.

KCS is a Class 3, 40-mph railroad, in the terms of the FRA track standards. The decision was made many years ago to operate the railroad at the 40-mph speed due to the curvature the railroad has on the system. However, the trackwork is built to class 4 and 5 standards which has proved successful in operation. Transit times have improved due to the trackwork and now the railroad is looking at improving the yards and terminals plus sidings to

improve lost time in terminals and train meets.

The railroad has a Northern and Southern Division. The peak tonnage is the 32-mgt line between Kansas City and Shreveport. The rest of the railroad has an average of 15-mgt per year. The entire railroad is single track with CTC on much of the system. Plans are calling for installation of CTC on the line to

Dallas that it will acquire from the Sante Fe and the Shreveport to New Orleans line.

KCS is rebuilding many of its bridges on the system. North of DeQueen, Ark. most of the bridges are steel or concrete. South of DeQueen most are timber bridges and the railroad has an ongoing program to replace them with concrete ballast deck structures.

KCS was a latecomer to the railroad scene. As a result much of the construction presented difficult subgrade conditions. In Louisiana between Baton Rouge and New Orleans there is a lot of swampland and the line is laid on a mat of cypress logs covered with dirt. In central Texas the line is laid on expansive clay. In both states the amount of rainfall has an effect on the subgrade. As a result these portions of the system require a lot of surfacing.

In addition to the surfacing program KCS has an ongoing program of rail grinding. Loram has been handling the program for the past several years with Pandrol Jackson doing the work in 1992. As a Class 3 railroad KCS is not required to run frail-flaw-detection testing. However, Sperry has been used for testing in areas of old rail. This occurs about 4 times a year and once the new rail installation is completed the railroad will cut back to testing twice a year.

What is in the future for the KCS? In September KCS announced that they had made an agreement to acquire MidSouth. The MidSouth includes MidLouisiana, SouthRail and TennRail. If the acquisition goes through then KCS is looking at another rebuilding program east of Shreveport. Although MidSouth is in fairly good condition much work is in store for the line to come up to KCS standards.

Via Railway Track & Structures 11/92

Continued from Page 7

Initially, containers will be handled between Stevens Point and the Los Angeles metro area and be available on the fifth morning.

"We expect to extend double-stack service to other markets," said Steve Kranz, vice president-business development of Interdorn Partners Ltd, which is WC's partner in the venture. Service beyond Chicago is coordinated with Santa Fe.

Via Rail News Update

UP PICKS RAILTEX TO OPERATE BRANCH LINE

Union Pacific has selected a newly-formed affiliate of RailTex Inc. to take over 522 miles of UP branch line in parts of Missouri, Arkansas and Kansas.

UP said it hopes to complete negotiations on the sale/lease package to Missouri & North Arkansas Railroad (M&NA) by the end of the year.

Under the proposal, M&NA will buy 102 miles from Bergman, Ark., to Guion, Ark. It will lease 228 miles from Pleasant Hill, Mo., to Bergman and 54 miles from Guion to Diaz, Ark. Other branch lines to be taken over include 6.5 miles between Webb City and Atlas, Mo.; 17 miles between Carthage and Joplin, Mo.; 78 miles between Clinton, Mo., and Fort Scott, Ka.; and 6 miles between Springfield and Wallis, Mo.

The route - UP's former Carthage Division - is one of three UP has between Kansas City and Little Rock.



RailTex operates 16 other short line and regional railroads in the U.S., with about 2,000 miles of line.

The transaction is subject to Interstate Commerce Commission approval.

Via Rail News Update

CONRAIL

Conrail reported a net income of \$75 million for the third quarter of 1992 on revenues of \$847 million compared with a net income of \$78 million on revenues of \$839 million for the same period in 1991. Third quarter traffic increased 3.4 percent, led by the big jump in intermodal business. *Via Cinders*

Comparison of Conrail at birth in 1976 verses today: Sixteen years ago Conrail had almost 100,000 employees compared to 25,600 today. In 1976 Conrail had 4,600 locomotives and 152,000 freight cars in various states of repair running on a 17,000 mile system. Today, the company operates 2,100 locomotives with 67,300 freight cars on a 12,700 mile system. At its inception Conrail had 278 different agreements with its unions. Today it is down to 18. Conrail lost \$205 million in 1976 and earned \$240 million in 1991. *Via Semaphore*

Above via The Lake Shore Timetable

Conrail will soon be opening up the mainline across Pennsylvania to double stack movements. Elsewhere in this issue is an article about the State of Pennsylvania planning to fund the increase in clearances on two railroad lines in the state. Presently Conrail moves the double stacks on the "Water Level route" of the former NYC. This change will see trains being detoured from the Cleveland area to the Port of Philadelphia over the mainline of the former Pennsy. Times are indeed changing for the railroad industry.

WILL HIGH-SPEED TRAINS BE DERAILED IN TEXAS?

Ever since last May when a franchise was awarded to a consortium led by Morrison-Knudsen Corp. to build a TGV system linking San Antonio, Austin, Dallas, Fort Worth, and Houston, high-speed rail proponents and opponents alike have been looking to the Lone Star State to set the tone for future projects in other states.

The Texas High-Speed Rail Authority, as it turns out, may not be setting such a good example.

Earlier this fall Bob Krueger, a member of the Authority and the Texas Railroad Commission, wrote in a Houston Chronicle editorial, "The House of Representatives may, by gentle euthanasia, have killed high-speed rail in Texas. And that may not be a bad fate for the rail plan now on the table, which is based on shaky financing and incredible ridership projections."

According to the terms of the franchise, no public financial participation at the local, state or federal levels would be required; Texas TGV would raise the necessary funds. To begin with, the consortium promised to raise \$170 million (less than three percent of the total project's estimated cost) from private investors by December 31, 1992.

This \$170 million is known as Equity One. Krueger, in his editorial, claims that "There is virtually no prospect that the bulk of Equity One can be raised..."

In fact, as of October 1, only \$40 million had been raised. Texas TGV officials admitted at that time that it would not meet the deadline. Another stumbling block according to Krueger are unrealistic ridership figures. The complete study, being

performed by Charles River Associates, will not be available until March or April of next year. Preliminary figures supplied by Texas TGV, says Krueger, are "pure fantasy."

Not all the members of the High-Speed Rail Authority are in agreement, however, Chuck McDonald, a spokesman for Authority Chairman Lena Guerrero, calls Krueger "Mr. Opponent of High-speed Rail."

Krueger's spokesman claims that Krueger does not oppose high-speed rail, but Krueger did not return telephone calls to discuss this point.

According to Sam Goodhope, Acting Executive Director of the Authority, "The project is tremendously complex, a lot of different facets, and I think given the uncertainty and the political climate, they've (Texas TGV) done as well as can be expected. But I think they do need to be concerned about the issues being raised by Commissioner Krueger."

No one is prepared at this point to speculate about the future of the project if, come January 1, Equity One has not been met. According to the terms of the franchise agreement, no extension can be granted; however Texas TGV members are trying to do just that.

Via Civil Engineering News

WYOMING, OREGON GO SEPARATE WAYS IN REFERENDUMS ON TRIPLE TRAILERS

Voters in Wyoming decided to ban triple trailers on that state's highways while voters in Oregon decided to allow truckers to continue operating them in that state.

Twenty states - including both Oregon and Wyoming - currently allow some form of longer combination vehicle to operate on designated highways. The Intermodal Surface Transportation Efficiency Act which was enacted last year

TRAIN ORDER SIGNAL FUND

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

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

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

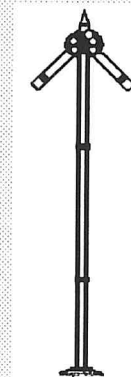
John A. Cooke

Robert Gallippi

Allen Cooke

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

Dave Sherrill



Join with us as we celebrate the Golden Anniversary of the largest operating steam locomotive in the world by featuring the Union Pacific "Challenger" #3985 (1943-1993). Also featured will be the Norfolk Southern Steam Program which promises something quite special for steam enthusiasts. To round out our schedule, we expect to offer a Metra / Chicago & North Western excursion to the Illinois Railway Museum and a trip on the last surviving interurban - the Chicago, South Shore & South Bend.

Our Convention hotel will be the historic Palmer House Hilton which is the oldest continuously operating hotel (1871), and one of only thirty "Grand Palace" hotels, in the nation. Following a recent \$120 million renovation, the 1600 guest rooms and splendid public spaces will afford us the luxury of holding the entire Convention under one roof for the first time in years. Located in the heart of Chicago's famous Loop, shopping, cultural attractions, and transportation are all within easy walking distance of this exciting, downtown setting. We have negotiated an extremely favorable room rate of \$75.00 (single or double occupancy). For those looking for something extra, reservations in the exclusive "Towers" section may be arranged.

As a complement to our full schedule of excursions, we will offer an extensive range of collateral activities. A large Railroadiana and Model Railroad Show (22,000 square feet) will be conveniently located adjacent to our Registration area. Multiple night photo sessions, at various locations and under expert direction, are also planned to accommodate those wishing to attend these often hard to get into events.

Shuttle bus service to such world class attractions as the Art Institute, Museum of Science and Industry, Shedd Aquarium, Adler Planetarium, Field Museum of Natural History, Brookfield and Lincoln Park Zoos, as well as the "Magnificent Mile" (home to the finest stores in the world), will operate each day. We also expect to be able to offer major league baseball, as either the Cubs or the White Sox are sure to be in town, and a guided tour of the CTA. An innovative symposium program is planned, with multimedia presentations by such recognized authorities as George Krambles and highly educational field trips to places like Pullman.

Pre-Registration is available now, through February 15, 1993, for a fee of \$15.00 (\$5.00 off the post February 15th price). This includes all fees required to attend the Convention, First Class Mailing of all materials, and Convention Badges for all those in your immediate family.

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