

# DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

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

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## COMING EVENTS

### **January 20, 1994**

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

### **January 22, 1994**

Beech Grove, In - Swap meet at Beech Grove Benedictine Center, 1402 Southern Avenue, 11-4, \$2.

### **February 19 & 20, 1994**

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

### **February 26, 1994**

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

### **March 26 & 27, 1994**

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

### **June 20-26, 1994**

NRHS Annual Convention, Atlanta, GA. Start planning now as for those that pre-registered the information should come in March.

## NEXT MEETING

The January meeting will be held at the Palmer Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM. This will be the first meeting of the new year. Depending upon the weather, Rick Schroeder will present slides of the Springfield relocation project, a visit to the model railroad layout in Batavia, Illinois and a recent trip to northern Illinois to railfan the CNW, CP, BN and ATSF.



## LAST MEETING:

There was no monthly meeting in December. However, our annual Christmas Dinner on Dec. 5th was well attended by 17 members and their guests. We all enjoyed a fine program sent by member Mike Vice.

See you at the January meeting.

## COMMUNICATIONS AND SIGNAL REPORT

Several new developments have taken place on CSX in the Danville area in the last two months. In late October, the company where I work, Autotron Inc., received a purchase order from CSX for two sets of photoelectric controls. At the bottom of the order was the note: "Wellington, IL, AFE A13139, Upgrade defect detector with height detector." I had heard for several years that two new detectors would be installed between Danville and Woodland Jct, so it was finally happening. It is a process of optimizing the spacing between detectors to 21 miles, which is the distance in which rapid roller bearing failure can occur.

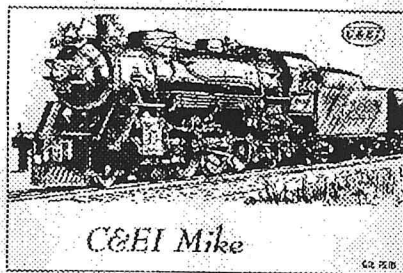
On Dec. 11, I was asked to be a guest of the CSX signal people to assist with the installation and alignment of our controls. I gladly accepted the offer, and spent most of the day watching the guys struggle with adapting our units to the Harmon Industries mast and mounting brackets. A temporary mount was arranged, which later proved to cause much trouble. The alignment of the light beam is critical. After we saw three trains pass without incident, the units shifted slightly and were barely operating. In this condition, radio signals from the detector and passing trains were causing false high load indications by tripping the Autotron photoelectrics.

Just before Christmas, a permanent, stable mount was arranged and no problems have been reported since. This new detector is located at MP 91.8, between Wellington and Milford.

When this location was placed in service, the detector north of Rossville was pulled from service and the cabinet was moved to just south of Bismarck at MP 115.2. Between Christmas and New Year's, this cabinet was wired for new equipment and also placed in service. Both detectors feature Devtronics processors, which announce the location as the train starts by and then gives one message if there are no defects. The operating frequency is the road channel, 161.370 MHz. Only the one at Wellington has the clearance detector, to catch high loads coming from or going to the UP at Woodland Jct. The second set of controls ordered from Autotron are spares in case of trouble or lightning damage.

The other noteworthy happening on CSX is the activation of a mobile telephone system on the C&ED subdivision. First heard on 11-17-93, this system can be monitored on 161.265 MHz, with mobile input on 160.395 MHz. The AAR pair is thus 19-77. Base stations are at Danville, Terre Haute and Vincennes. Regularly heard are officials discussing train movements, maintenance of way getting track and time, and signal people trouble shooting signal failure with the Jacksonville Signal Control Center. Very interesting traffic to listen to if you're railfanning on CSX.

*Doug Nipper*



## REVIEW

*By Rick Schroeder*

Normally I don't review material in this publication unless it pertains to the local railroad scene. Recently I purchased the video tapes of the Chicago Convention that was held this past summer. Pentrex produced two tapes this year. The first one is Chicago Steam Celebration which covers the convention in the Chicago area. The second is Steam to Chicago which covers the runs of UP 3985 and NS 611, Southern 4501 and NKP engines #587 and 765.

Over the past three years, since attending the St. Louis convention in 1990, I have purchased the tapes from each convention. St. Louis, and especially Huntington in 1991, were great tapes. I purchased the tape from the California convention as distance and cost prohibited my attendance. All three were fine tapes and fully enjoyed by myself and other chapter members.

This year I decided early to purchase the tapes. However, during the convention I was unable to find any information other than Pentrex would be producing the tape. At St. Louis and Huntington the chapters has picked a company to produce the tape for the convention and order blanks with discounts for attending members was at the display tables. Not so with Chicago.

The Chicago Steam Celebration starts out with a short clip of both trains, UP and NS, coming to the convention. The first error noted was noting that Yard Center was in Lansing, not Dolton, Illinois where the C&EI constructed it in the late 1880's. The first segment of the trip to the Illinois Railway Museum at Union was very good. The IRM put on a great show and the days activities were well documented in the video.

The second trip was on the UP (our beloved C&EI line). We realize that

Illinois is flat and does not have the scenery that Missouri or West Virginia has, but very few shots were taken on the trip. Some of the best places, like the bridge over Lake Shelbyville, were ignored. The best part of the tape is a shot of Randy Rippey, Tom Holmberg and myself (just an edge shot of me) with an interview of Tom. There were numerous interviews on the train, which was nice for those being interviewed but I bought the tape to see train action. The stop at Villa Grove had only a shot of the side of the locomotive (through a standing crowd) with the last focus on a hat with buttons and patches. It appeared that maybe only three crews were used on the train trip.

On the same day the CTA was toured by the attenders and a small part of the trip was shown. I would like to have taken the trip and was somewhat disappointed by the lack of coverage.

On the off day there were tours of Union Station and dedication of the plaques, Metra's Zephyr house and the Pullman facilities. The coverage of Union Station was good and for the Metra tour I found out that the diesels were behind the building (an area we were not allowed to). The tour to Pullman and the MK facility was not covered. Several said that this was the best tour.

The NS trip to Argos was covered well considering the rain at the time. Several shots were made along the route and the only runby was covered. A quick coverage of the fine meal, servicing of the steam locomotives and then back to Chicago rounded out the trip. The last day had coverage of the South Shore trip to South Bend. Again, this was fairly good showing several runbys and in train shots.

Overall I was disappointed with the tape (so was Dave Sherrill and Tom Holmberg). Coverage of steam action in the Steam to Chicago tape was much better than on the con-

vention tape. On a runby in Illinois on the UP only one cab shot of Steve Lee is shown. Other convention tapes have had several cab shots, probably the best being on the Huntington trip. This was disappointing as the cab is one location that everyone would like to be. Was it worth the \$30? Not really. I will have both tapes available for anyone that wants to view it.

**Coming Soon: Our own tape for sale produced by member Steve Hankel. This is a C&E history followed by great shots of UP steam returning to the C&E. Information will be available next month on purchasing this fine tape.**

## CSX AIR CONDITIONING ON THE WAY

Despite instructions for crews to keep the nose doors closed (for safety) on the non-air conditioned C40-8W units, crews still routinely operate with the nose door open to keep cab temperatures below 100 degrees F. While most railroads had ordered their wide nose units equipped with air conditioning, CSX has ordered their units without air conditioning, claiming it was not reliable. CSX has now completed testing of air conditioning equipment, and will be ordering all future units with it. In addition, CSX will retrofit all of their wide nose units with air conditioning.

*Via The Mainline*

## SP BREAKS RANKS ON LABOR TALKS

In a break with the rest of the rail industry, Southern Pacific Rail Corp. has informed organized labor that it will negotiate wage and work-rule agreements on its own and won't participate in national bargaining. Traditionally, all the major railroads have bargained with all its unions



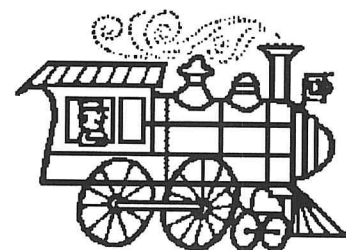
through a single organization, the National Railway Labor Conference, to establish a pattern of settlements for wages and benefits that were then adopted by all carriers and unions.

The financially strapped SP's unusual move is apparently an attempt to negotiate a pact with its workers that is customized to its business needs. Meanwhile, at least one other Class 1 railroad may go it alone in the next round of labor negotiations. The Illinois Central Railroad is thinking of withdrawing from the national talks, carrier human resources officials said recently. E. Hunter Harrison, IC president and chief executive, said in a recent interview that he believes an agreement can be reached that serves the needs of the company and its workers better than through industry wide negotiations.

Industry sources said the Chicago and North Western Transportation Co. also is studying the issue. "On a case-by-case basis, we're keeping all our options open," a spokesman at C&NW's Chicago headquarters said recently. "But we have no intentions of leaving the National Railway Labor Conference."

CSX Transportation, Norfolk Southern Corp., Burlington Northern, Consolidated Rail Corp. and the Union Pacific all indicated they will continue to bargain together at least through the next round of labor negotiations.

*Via CBOT Transportation Newsletter*



## SOUTH SHORE CRASH INVESTIGATION FOLLOW UP

The Northern Indiana Commuter Transport District has upheld the firings of the two engineers who were blamed for the January collision of two trains near Gary that killed seven people and injured more than 60 others.

Willard Blewitt and David Riordan were dismissed a month after the accident for allegedly violating operating and safety rules. Blewitt and Riordan had appealed their dismissals to NICTD, according to district general manager Gerald Hanas.

"This was not a surprise in that the facts of the accident did not change," Hanas said. The decision was handed down Monday, he added.

Riordan, a 16-year veteran, allegedly went past a red stop signal before slamming on the brakes of his eastbound train. Blewitt, engineer of the westbound train, allegedly ignored three verbal warnings of danger by another engineer in the cab in the seconds before the accident on January 18.

Both trains were operated by the South Shore Line and collided at a gauntlet bridge that accommodates one train at a time. The engineers can still file for federal arbitration under the Labor Railway Act, according to Hanas. He said a National Transportation and Safety Board report on the accident is expected sometime before November 25.

*Via The Pioneer*

## AMTRAK

Amtrak's board has approved the acquisition of seven work-train and ten yard-service locomotives. The source has not been finalized, but the units will be rebuilt locomo-

tives. Twenty-five existing units will be retired, some of which are already stored. For the record, the units to be retired will be re-engined Alco RS3's 104, 106 and 107, SSB1200's 561 and 564, CF7's 575, 577, 580, 583 - 585, 588, 589, 592-93 and 597-599. SW1's 734 and 743, SW8's 748 and 750 and GP7's 777 and 780 will also disappear.

Four cars of the new Superliner II order had been released as of November 1 -- dormitory 39000 and sleepers 32070, 32072 and 32073. The 55 additional Superliners added to the original order in late September will go a long way toward retiring the El Capitan cars. However, another 50 coaches will be needed to replace the remaining cars and provide additional coach capacity on western trains.

The Superliner II production schedule has been revised, and it will find five or six cars being built each month, except for the vacation month of July. The current schedule calls for 49 sleepers to come between August 1993 and March 1995, six deluxe sleepers from March - May 1995, ten diners from June-September 1995 and 35 transition dormitories between September 1995 and November 1996. Another production line will produce 12 transition dormitories between October 1993 and February 1994, 20 diners from February-October 1994, 30 lounges from November 1994 to September 1995 and 38 coaches between October 1995 and December 1996.

The AMD103 locomotive order, which has been reduced from 46 to 44 units, will all be on hand by the end of 1993. As mentioned earlier, unit #819, damaged beyond repair in the Saraland, AL accident this fall, will not be replaced. The ten dual-mode units will be equipped with AC motors and should arrive in early 1995.

*Via On The Scene*

## MIDWEST RAIL SCENE REPORT

*By Roy Scrivner*

In November SP #166 graced the Bloomington yard. The unit was ex-CSXT GP-38-2 #2597. It is one of 28 units that are being rebuilt for the SP by Montreal's AMF shops. All were acquired from Helm Leasing. They are listed as switchers and are models GP38MPI.3 and are numbered #150-177.

The Atlanta and St. Andrews Bay RR was sold by Stone Container, effective on January 1, to Earl Durden, Rail Management Consultant. This is the 11th shortline operation for Durden, not including his switching contracts.

Approximately one-half of the staff of the A&StB, approximately 100, were given a severance pay of around \$40,000. The other half stayed on as non-union operating personnel that will now be on salary and titled "railroader". The Stone Container plant at Springfield, Florida will be switched by Durden and will be unaffected. No movement was made on the first day of purchase for fear of union action. Speculation has it that the company, a major employer in the area, is thinking of phasing the plant out in a few years.

## 1994 DUES ARE DUE!

With the October issue of the **DANVILLE FLYER** we sent the renewal statement for 1994 dues (if you did not get one please let us know). The last issue you will receive will be the March issue. Next month we will send second notices for renewal, don't wait. Send your renewal to the treasurer, Allen Cooke.

We hope you have enjoyed being a member of the chapter over the past year and look forward to having you onboard during 1994.

# ILLINOIS RAIL TRIP

By Rick Schroeder

Each year between Christmas and New Years I have taken a rail trip with a friend or by myself. Last year I ventured south along the Mississippi river to Thebes and then back through southern Illinois, mostly in the rain and fog. Trains were many but photos poor and the idea of going back this year was on my mind. However, the day before leaving the weather was poor south and the idea of shooting CP Rail, BN, CN&W and ATSF changed the direction to northern Illinois.

I had worked one day in the office and left early the next morning to be near Rockford by daybreak. I had decided to follow the ex-Milwaukee line, now Soo (CP Rail) to Savanna. The start was at Davis Junction just west of I-39. Route 72 basically parallels the railroad west and gave me a chance to look over the line. The double track had been removed several years ago and the line is fully automatic block signals. Trains were slim, however, crossing the track at the end of double track east of Lanark found the block signal showing approach. As I stopped the truck the signal changed to red, what a break. In about 10 minutes I caught my first train with Soo 6040 and 6060 on the point.



Moving on west I followed the line to Savanna where the BN Chicago to the Twin Cities line crosses. A detector is located west of town on the BN and I heard a eastbound coming which was photographed from a overhead bridge. Moving to the tracks near the river I caught two more eastbounds, one with CN 5203 and 5227. The track between Savanna and Galena is double track but not CTC. The dispatcher (161.16) gives track warrants to each train and makes train watching great. The detector

about 3 miles north of town also helps. CP Rail had an eastbound coming along the river on the Iowa side and I decided to go to Sabula, a town near the river where the track crosses the Mississippi. The dispatcher issued a track warrant to the train and I discovered it was changing to westbound to go to the Twin Cities. A trip to the west bank found the train with one of the newly painted CP Rail units.



I decided to go to Clinton, Iowa and watch the C&NW. It was getting late in the afternoon and seven trains showed up before darkness. There is a great place to watch trains across from the old depot. The swing span bridge is about 3 blocks east and the slightly elevated approach provides a clear shot. The CP Rail tracks cross the C&NW through a series of cross-overs (very similar to the way the new Iles interlocking in Springfield will be) and then parallels the C&NW to the west. The BN has a small yard nearby and maintains a switcher there.

The next morning was clear again, but cold, and the wind was picking up. I spent about three hours in Clinton and caught 8 trains. CP Rail ran only one with #6013 and 92 empty grain cars. During both days I noticed that about 75% of the motive power in intermodal trains was Union Pacific. I followed the C&NW east and just outside of town caught two other trains waiting to enter the yard. Another train was caught at Galt and on the south end of the small town I found three steam engines, in a sad state of deterioration, appearing to be ex-GTW engines from the steel and wire plant at Sterling.

On to Nelson, where the line to St. Louis splits off. The old coaling tower that spans the mainlines is still there and makes a great shot. One westbound coal train, with loaded IC hoppers, was shot com-

ing under the tower. The last westbound train was caught at Flag coming by the huge elevator complex in the small town.

I had been hearing talk about several trains on the BN as I was nearing Rochelle and spotted one in the distance. They were all meeting at Shabbona, about 6 miles east of I-39. Upon arriving at the siding I found a westbound CN 5014 and 5017 in the siding. Behind him in the center of town was a intermodal train cutting the crossings. The first eastbound was just going through town and I missed him. The second train came through and both had to wait for the third. During the wait the brakeman had cut the crossing and was walking to the head end. With the temperature at 12 degrees I gave him a ride. When the third train was approaching they backed up to make the train up to head west behind the CN train. Once coupled I gave him a ride to the west end of the siding and the head of the train. During the ride he told me that they had so much business and such little siding they could not make time anymore.



He said that one trucking company had already canceled their contract and that J.B. Hunt was not happy with the delays. The CN train was about to go dead and would do so before reaching Savanna. Behind them was another CN train with DW&P power that would go dead at Sugar Grove, only about 50 miles from where it left the yard. While listening to talk as we were driving to the head end we heard the dispatcher get angry with the crew for delaying the eastbounds as they would now be delayed by the commuter trains. They tried to explain it was not their fault and that the previous dispatcher had set up the meet. He said that BN had promoted dispatchers that had no field experience and this was a usual event. He had worked for

BN for 26 years and was disappointed to see the railroad being run the way it was. He also said they needed additional double track or longer sidings to make the numerous meets that now occur.

Darkness was approaching and I watched as they departed west to Savanna. I headed south to Mendota where I would spend the night. After dinner I decided to go "downtown" to watch trains, even though it was 5 degrees outside. During my 2 hour stay I saw 6 trains. The leased power that the BN is using was evident as one westbound had a HLC unit and another had MPI 9033 on the point.

The next morning was clear and cold, 2 degrees above zero. But this doesn't stop diehard railfans. I had decided to head southwest toward Princeton. On the way out of town I spotted a westbound west of town on the eastbound track. They had been stopped by the detector and had a car they couldn't move until inspected by the car department. Heading west I caught several eastbound trains including Amtrak's Illinois Zephyr. At Princeton I caught a eastbound SP double stack with a huge train. As I neared Wyandot I spotted a trestle that was about 100 feet above the valley floor. Great shot for a train I thought. About that time I heard the dispatcher talking to a signal maintainer and stating she had another eastbound at Buda. Needless to say the truck was turned around and I headed for the bridge. I stood in the open field for about 20 minutes when another eastbound SP train came by. Great shot.

From this location I followed the old Rock Island southeast to Bureau finding two stations still standing. The Iowa Interstate runs at night so no trains were expected. I followed the Illinois River south to the Santa Fe and spent the rest of the day east of Chillicothe. ATSF has a detector about 1 mile east of Route 29 and the first hour was spent there catch-



ing trains. The next location was at Wilbern, a small town of about 15 homes in the valley. This is great place to get photos even though the day was getting cloudy. The detector at milepost 125.3 can be heard and gives about 10 minutes warning of eastbound moves. Westbounds were scarce this day.

By noon, and getting hungry, I decided to move on. The last stop was Bloomington where ASCHM was caught coming by the abandon depot with SP 7870 and ATSF 8127. In the yard was only one SP unit #7256. In addition was CSXT 7654, EMD 9029, D&RGW 5508, 5506 and 5360. Not a bad trip.

If you are looking for a nice local trip and plenty of action I recommend the above route. However, you might want to wait for summer. The advantage of winter is no crops in the fields and no mosquitoes along the river. Come to the meeting and see my slides of this fun trip.

## AMTRAK

Amtrak is holding fast to their service reductions and decline in staffed stations.

Effective February 1st, the *Southwest Chief* will no longer run via Pomona and Pasadena and will detour to a new home via Fullerton to San Bernardino. This is the same route the *Desert Wind* follows.

Amtrak has increased the on-board ticket purchase penalty to \$7, when a station is opened and manned at departure time.

Amtrak's new improved NYC-Harrisburg service plus local Philadelphia trains remains intact with PA picking up the 403-b costs.

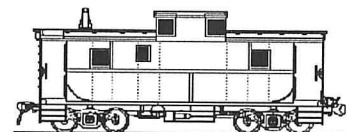
Amtrak's *City of New Orleans* will be re-equipped with Superliner I

cars in February 1994. The Superliner II cars will serve on western trains. A Superliner diner will function as diner/lounge utilizing tray meal service only. Amtrak states it has no money to add the personnel required for full-service operation. The first new sleepers delivered have been used on the *Southwest Chief* for training and now have doubled sleeping car capacity on the *Sunset Limited*.

Amtrak exercised its option for 55 additional Superliner cars, bringing the total order to 195. The breakdown is: 49 regular sleepers, 6 deluxe sleepers, 47 transition dorms, 30 diners, 25 lounges and 38 coaches. This will allow sufficient equipment to get the *Sunset* in daily service.

Amtrak has been moderately busy during the first three weeks of December. Some space including sleeping car space remains available and can be booked without too much effort. In addition, coach excursions are available most days but on a limited variety of trains.

Via U. S. Rail Update



## WHEEL REPORT

**HANNIBAL BRIDGE** - Norfolk Southern replaced the swing span bridge at Hannibal with a vertical lift bridge from Alabama. On December 14 train traffic was re-routed through St. Louis and the crews began the replacement procedure. Over the last two years new piers have been built in preparation of changing the bridge to a lift span. A bridge in Alabama had been removed and

after rebuilding, was shipped by barge to Hannibal.

Early in the morning of the 14th barges were floated under the old span. They had been sunk to be only a few feet out of the water. Once in place the water was pumped out and as they rose they floated the swing span with them. The span was moved away and then the new span, also on barges, was floated into place. The reverse procedure was used and the new span was set in place. The operating department had given the engineering department 22 hours to get trains back on the bridge. In 21 hours the first train crossed the Mississippi. Next came getting the span to lift. The Coast Guard had given NS 72 hours to get the bridge up. Crews worked all night for that period of time and shortly before the deadline they succeeded.

Once again, railroad engineering crews answer the call, just like during the floods this summer.

**GATEWAY WESTERN ON BN** - The GWWR still is not operating near Slater, Missouri after the floods this summer. The detour route is now via the BN at Louisiana, Mo. to West Quincy and then via the BN mainline to Kansas City. Previous detours have been via NS. Apparently the GWWR will receive funds to place a bridge across the hole carved by the Missouri River.

**SOUTHERN PACIFIC** - The SP has taken delivery on the Morrison Knudson remanufactured geeps in the 100 series. The ex-GP-38's are being used as switchers on the system. So far five are assigned out of Bloomington with five also assigned to Clearing and one to Wann yard. Bloomington Yard is still having derailment problems.

There still isn't enough room in the yard and many times trains are parked out of town. A rail gang has been working south of town between Bloomington and Springfield and there is still much work to do in

the area.

**DONATIONS** - This year during renewal of annual dues for the Chapter, several individuals donated additional funds to the Chapter. The officers of the Chapter want you to know how much we appreciate the donation and promise to put it to good use.

**MODEL RAILROAD LAYOUT** - Each Sunday several of the modelers in the organization have been working at Rossville. The area from DN to the south end of Yard Center is undergoing rehabilitation. Pickens Pit Mine and the town of Pickens have been undergoing changes in trackwork and scenery. Additional tracks are being added at the mine and three new industries and businesses are being added to Pickens. We invite you to come up and help Bob, Rick Allen, Ned and Doug during the reconstruction work.

## CSX NEWS

CSX recently announced that they intend to purchase 300 new locomotives from General Electric Company during 1994 and into 1995. 250 of the new units will use alternating current as opposed to the conventual direct current drive system. GE recently sent test unit 2000 to the test facility at Pueblo, Colorado for testing. This unit is similar to the AC units that EMD recently tested and are building for Burlington Northern. The first of the 350 BN units being built by EMD are being delivered to BN during this month.

Recently CSX installed a new detector just south of Milford, Illinois. The Hoopeston detector was moved to south of Bismarck. The Milford detector is almost to far from Rossville to hear southbound trains. As a result we have lost our "ears" to indicate approaching trains. See Doug's article this month about how he and his company was involved in the new detector.

Recently the CSX publication indicated that new yardmasters were being trained by the railroad. The new employees are college graduates and will begin work in the yards soon after training.



What happened to the days of a brakeman working his way up to yardmaster after working the yard for several years and getting to know the system. Virgil Sheets is a good example. He started on the C&EI as a brakeman and moved to Yardmaster under the L&N. He holds this position today. He is familiar with train operation having worked with crews for several years and makes a good yardmaster ( a thought not always agreed to by crews). How the new employees will fare is not known, but the railroad will soon find out.

## BUSINESS GAUGE

The Great Floods of '93 took a financial and physical toll on Western railroads during the third quarter. Lost revenues and increased expenses reduced operating income and temporarily reversed a steady downward trend in industry operating ratios - operating expenses divided by operating revenues.

Flooding reduced UP's operating income by \$52 million. Although UP earned some detour revenue from other carriers, the amount was more than offset by lower operating revenue resulting from lost business. Expenses rose to pay for additional labor, some repairs and lower fuel efficiency.

Santa Fe reported \$40 million of lost revenue, and the 3 percent year-over-year decline in its intermodal loadings (40 percent of its traffic base) reflected difficulties in maintaining regular service.

Expenses were \$15 million higher than anticipated, due to detour costs, repair expenses and less-efficient equipment utilization.

Southern Pacific reported that its operating income was \$55 million to \$60 million lower. SP did not offer a breakout between revenue and expenses. Without the flood, SP would have enjoyed one of its best quarters in some time, with an operating ratio in the low 90's.

BN reported the greatest flood impact - \$79 million was removed from operating income. Of this, lost revenues accounted for \$44 million and increased expenses for \$35 million. BN expects some demand will be shifted to the fourth quarter, rather than lost entirely.

Wall Street understands the railroads' third-quarter difficulties. The flood is seen as a onetime event; its financial and physical impacts are not expected to affect the industry's core-earnings capability.

So, although earnings estimates have been reduced for 1993, the 1994 outlook remains unchanged, as analysts expect railroads to pick up where they left off, with continued productivity improvements and steady earnings growth.

*Via Union Pacific INFO*



## RAILROADS RECOVER FROM FLOODS

Railroad freight traffic in September continued to improve from the ones registered in July at the height of flooding in the Midwest.

## TRIPLE CROWN REROUTING

Reports indicate that Triple Crown Services is going to re-route the Fort Wayne-Harrisburg RoadRailer trains #260 and #261 for the Bucyrus-Fort Wayne portion of their runs. Instead of using the current Norfolk Southern route, via Bellevue, the trains are expected to start using Conrail's Fort Wayne line between these two points by the end of 1993. This will put a through train back on the Bucyrus-Fort Wayne portion of the ex-Pennsy mainline, a route which has seen only local service in recent years. As part of this re-routing, Triple Crown will be closing their RoadRailer terminal in Bellevue and opening a new RoadRailer terminal at Crestline. It is reported that the new routing will speed up train operation by one hour as well as provide better truck/highway access into central Ohio.

*Via The Mainline*



EJ&E SD-18 #814 (ex-DM&IR) and SD-38 #668 idle in Joliet Yard on December 11, 1993. The Missabi unit is a recent addition to the "J". Photo by Mike Shostak, WVP

Carload traffic was down less than 1% from September 1992, but showed a 3.9% weekly gain from August and a 7.9% weekly increase from July. The gains were calculated on a weekly basis because September had five reporting periods, compared with four for July and August.

Intermodal volume, which is not included in carload data, showed a 7.1% increase in September. Most of the gain came in container movements, which were up 11.8%, while trailers increased just 2.5% in the month.

Except for coal, which was down 3%, carload traffic would have

shown a slight increase. Coal accounts for nearly 40% of rail carloads.

"The rail traffic story has not been all that exciting this year, because the economy has not been that exciting this year," said Drew Robertson, president of Atlantic Systems Inc., a New York consulting firm that provides data for The Journal of Commerce rail freight review. "I do not see any trends in the underlying commodity flows that would indicate any changes either positive or negative."

"September was pretty good across the board," said Gordon H. Kuhn, senior vice president of marketing



and sales at Consolidated Rail Corp. "Steel, automotive, forest products and intermodal, all were up a little bit." Conrail coal traffic was soft as a continuing selective strike by the United Mine Workers union affected production at some mines. Nuclear plants in Conrail territory were working at maximum capacity. "Overall, we see a pickup and expect it to continue the rest of the year," he said. "October continued the trend from September. We've had a very strong beginning in October."

Sluggish coal traffic accounted for a small carload decline reported by Norfolk Southern Corp., said D. Henry Watts, that carrier's executive vice president of marketing. Norfolk Southern doesn't serve many mines struck by the UMW, and its traffic to domestic utility customers was up a bit. "Our friends in Europe continue to have trouble with the recession. Their steel and coke production is just down," Mr. Watts said. He said domestic utility coal shipments have been up for more than two months, "ever since the heavy, hot weather in July."

Illinois Central Railroad, which was down 3.5% in September, would have reported a 2.6% increase in carloadings except for a 14.7% drop in coal shipments, said Ann Thoma, spokeswoman for the railroad. The railroad was hit hard by the UMW strike, but the falloff moderated by the end of the period. Ms. Thoma said coal shipments had fallen 31% in August. By the end of September coal was moving into Illinois Central territory from alternate sources, she said.

Kansas City Southern Railway was the big carload gainer with a 30.8% gain on a relatively small numerical base. Tim J. Legler, KCS' senior vice president of marketing, attributed the nearly 12,000 car increase to continued effects of the flooding and coal traffic. KCS is benefiting from continued disruptions to barge movement on the Mississippi River

Grain that would have been shipped to river points continues to flow by rail to Reserve, LA, Mr. Legler said.

Atchison, Topeka & Santa Fe Railway had a 10% gain in carload traffic, largely from increased automobile shipments to Arizona, Southern California and Texas and strong wheat shipments from Kansas. Santa Fe's intermodal volume rebounded from the double digit decline of July and smaller August deficit, but still trailed industry growth.

*Via CBOT Transportation Newsletter*

## **DOWN SUCCEEDS** **CLAYTOR AT** **AMTRAK**

The election of Thomas M. Downs as president and chairman of Amtrak, succeeding W. Graham Claytor who retired December 6, has drawn praise from rail industry and government officials.

AAR President and CEO Edwin L. Harper called him "superbly qualified to lead Amtrak into a new and exciting era for passenger railroads. "His record of achievement and his background - including experience both in transportation and the political arena - will serve him well as Amtrak charts its course into the 21st century," Mr. Harper added.

Mr. Downs, who assumed his Amtrak responsibilities December 7 was serving as Commissioner of the New Jersey Department of Transportation and Chairman of the New Jersey Transit Corp. Before that he was president of the Triborough Bridge and Tunnel Authority in New York City, Administrator in Washington and has served as the District of Columbia representative on the Board of the Union Station Redevelopment Corp. which planned and guided restoration and development of the historic train station. Amtrak's headquarters are also located there.

Mr. Downs is a native of Kansas City, Mo.

Mr. Claytor, who is 81, has received substantial credit for improving the passenger system's operating performance and reducing its dependence on federal subsidies. When he assumed command the company was covering less than half of its cost out of revenues. Today the operating revenues cover about 80 percent of the operating costs.

*Via Rail News Update*

## **SP TO USE** **AUTOSTACK**

The Southern Pacific has become the second major railroad to begin using Autostack intermodal technology to move new motor vehicles.

SP said it has begun to carry new automobiles in Autostack-equipped containers operating on double-stack trains from the Midwest. Some of the new cars are moving to Mexico while others are destined for Hawaii through the Port of Oakland. The SP movements are part of the CSX Intermodal, Sea-Land Services, Inc. and APL Land Transport Services routes.

BN became the first US railroad to use Autostack technology on a regular basis early in 1993. The technology uses special auto-carrying racks that fit into containers which can then be operated on double-stack trains. It was developed and is manufactured and marketed by Greenbrier Co.

*Via Rail News Update*

