

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

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

OFFICERS FOR 1995

Our 27th Year

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Illinois Association of Museums

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COMING EVENTS

January 19, 1995

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

January 21/22, 1995

Great American Train Show, Cervantes Convention Center, 801 Convention Plaza in St. Louis, MO. 12-5 PM, admission \$5.

February 12, 1995

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

February 19, 1995

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

March 25/26, 1995

Annual Model Railroad Show, Lincoln Square Mall, Urbana, IL. Sat. 10-6, Sun. 11-5, no admission.

April 1/2, 1995

Illinois Terminal HS meeting in Danville at the Days Inn on Gilbert

St.. Railroadiana sales and displays, annual ITHS dinner and business meetings, tours plus more.

June 27 to July 2, 1995

60th Anniversary NRHS convention, Lancaster, PA.

NEXT MEETING

The next meeting will be held on Thursday, January 17, at the Palmer Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM.

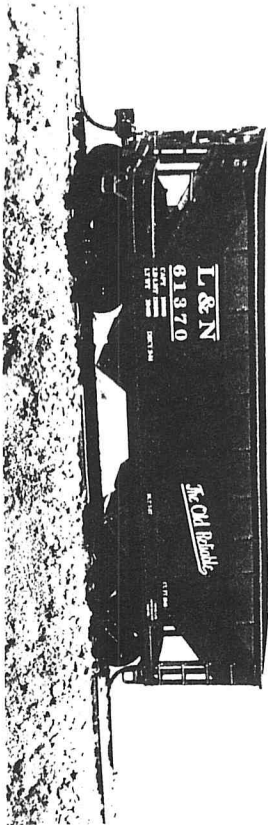
Discussion will be on the model railroad show held in November and what we plan to do for 1995.



Louisville & Nashville Railroad Historical Society

1994

L&N 50 TON TWO-BAY OFFSET-SIDE HOPPER HO SCALE MODEL CAR KIT



The L&N Railroad Historical Society announces the release of its fourth project car. Albearn's 50 ton, two-bay, offset-side hopper, custom produced by 3rd Rail Graphics. This model represents the 61300-62199 series prototype car built by Pullman-Standard in 1937 for the L&N. The car is oxide red with white lettering, including lettering on each car end, and has *The Old Reliable* slogan on each side. The car is being offered with five different road numbers, and can be purchased at a special price for the set of five, or individually.

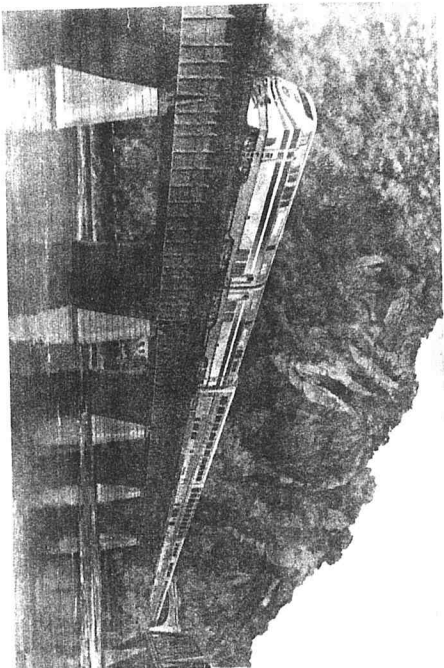
ORDER FORM - 50 TON OFFSET-SIDE HOPPER

5 CAR SET @ \$40.00 (plus shipping) QTY TOTAL
 ONE CAR @ \$8.50 (plus shipping) _____ _____
SHIPPING
 5 CARS = \$4.00 _____ _____
 1 CAR = \$2.00 _____ _____
 (each additional car - 50¢ per car, _____ _____
 up to \$4.00) TOTAL _____

NAME _____ MEM# _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____

SEND ORDERS TO:
 L&N RAILROAD HISTORICAL SOCIETY, P.O. BOX 17122, LOUISVILLE, KY 40217

1995 Amtrak Calendar



Amtrak's 1995 calendar is now available. This year's calendar, illustrated above, is a painting by J. Craig Thorpe. Mr. Thorpe's work depicts Amtrak's Washington to Chicago *Capital Limited*, featuring new *Superliner* equipment crossing the Potomac River at historic Harper's Ferry, West Virginia.

The calendar is available at the low prices listed below - shipping and handling included. Simply complete the order form, detach and mail to Amtrak Calendar, P. O. Box 7717, Itasca IL 60143. Check or money orders only - no cash. Make checks payable to Amtrak Calendar. The calendars are shipped in sturdy mailing tubes. Please allow 2 weeks for delivery.

Collector's Note: Calendars are available from the years 1980 - 1986, 1988 - 1991 and 1993 - 1994. See discount prices below.

Name: _____ Apt. No. _____
 Address: _____
 City: _____ State: _____ ZIP _____
 Daytime Phone: _____

1995 Amtrak Calendar Quantity	Price	YEAR	QUANTITY	UNIT PRICE	TOTAL PRICE
1	\$ 5				
2	\$ 9				
3	\$12				
4	\$14				
5	\$15				
6	\$17				
7	\$19				
8	\$21				
9	\$23				
10	\$25				
11-25	\$2.25 each				
26-50	\$2.00 each				
ORDER TOTAL					

For your collection:
 1980-1986, 1988-91, 1993-94
 Quantity Price
 1-5 \$2.00 each
 6-25 \$1.50 each
 26-50 \$1.00 each
 Specify year(s) desired

The decision will be made so that reservations with the high school can be made soon. We will also discuss plans for the spring work sessions at Rossville. Work needed in the spring includes completing painting of trim, reworking the south platform and finishing the train order board.

This winter Rick and Bob along with a couple of others have started on replacing the model railroad yard at Stanleyville. Work is progressing with the installation of new switches and yard tracks along with additions in industries. A siding has been extended at Bronson (just line the railroads of today) and we need switch machines installed and wiring work completed to place in operation. We invite the modelers in the organization to come to Rossville on Sunday's for a good time in rebuilding a portion of the layout. Scenery work should start sometime in February with all work to be completed by late April in time for the joint C&E HS/ITHS meeting.

The program will be by Bill Darner. The February program will be by Rick Schroeder featuring the cutover at Springfield last fall.

1994 FALL NRHS BOARD MEETING NOTES

On November 13, 1994, the NRHS Board of Directors met in Ronkonhoma, NY for the annual fall meeting. The main order of business was election of officers for the coming year. Gregory P. Molloy of Cincinnati, OH was elected Society President succeeding Dr. Raymond Wood. David Ackerman was elected Secretary, Dick Davis was elected Vice President - Public Relations. Bob Ernst was elected Regional Vice President for the Central Region (us).

Present Molloy appointed Robert Pinsky of the Chicago Chapter to succeed Dave Ackerman as Director

1995 DUES ARE DUE!

Your dues renewal notice was mailed with the *FLYER* in November. If you did not receive a notice be sure to contact the treasurer.

Another year is upon us and we look forward to having you onboard for 1995. Dues are due by March and you will receive only three more *FLYER'S* this year, this issue being one. Second notice will appear next month for museum members.

Send your dues renewal to Allen Cooke and remain a member of the Chapter and the Museum for 1995. As you know, the cost of mailing has gone up this year. Of your \$12 in dues about \$4 goes to postage for mailing. The printing is compliments of our good members from Cooke Business Forms and without their support we would have to raise dues. To date the board does not consider a dues increase feasible. Where can you get better railroad and area information for the price. While mailing your dues why don't you note some rail happenings around your area.

of Membership. New Directors of Chapter Development are Dan Rollyson (East) and Thomas Frederick (West). The Membership Services position has been renamed Director of Membership Records.

A new chapter was welcomed to the society. The Paducah Chapter was granted the charter, making a total of 167 active chapters. The 1995 budget was given preliminary approval and final amendments will be made in the spring meeting. Also tabled until spring was term limits and travel expense policy.

Convention news was presented. The Atlanta Chapter presented their preliminary report that indicated a small financial loss. The Lancaster Chapter already has 361 pre-registrations with the coupon being inserted in the Bulletin #4. Charlotte Chapter (June 18-23, 1996) is studying the potential activities to replace the trips that were planned on Norfolk Southern. No conventions beyond 1996 have been planned yet.

RAILROAD SLANG QUIZ

How well do you know your railroad slang? The following are 15 terms that many of us know and many we don't know. Answers are elsewhere in this issue. Don't peek, try to answer and then look for the answers.

1. Big Hole
2. Brownies
3. Car Toad
4. Drone Cage
5. Hitting the Grit
6. Herder
7. Hog Law
8. Lightning Slinger
9. Marker
10. Number Dummy
11. Mud Chicken
12. Red Onion
13. Tallowpot
14. Trick
15. Yard Geese

STEAM NEWS

Presently there is only one Santa Fe locomotive capable of being under steam, #3751, which is stored in one of the old Santa Fe buildings at San Bernardino, CA. The group that restored the locomotive is presently looking for a new home as the railroad wants to tear down the structure since most of the diesel work has been transferred to Cleburne, TX. There is a rumor that

another Santa Fe locomotive may be restored. The Pueblo Locomotive and Rail Historical Society plans to restore the ex-Santa Fe 4-8-4 #2912. The locomotive was moved from its long time display site adjacent to Pueblo Union Station to a temporary site behind the station to make room for a new River Walk park that the city has created. The locomotive has been found to be in good condition and the group is in the process of getting their IRS number to obtain donations for restoration. The group hopes to acquire equipment so the locomotive can be operated in the Pueblo area.

In Wichita, KS Santa Fe #3768 is a candidate for restoration. Located at the Great Plains Railroad Museum, the group is looking for support to restore the locomotive to service. If the plan finally proves not feasible the Northern will be restored cosmetically for display.

Another Santa Fe locomotive may be moved soon. The locomotive, #2903, is located behind the Museum of Science and Industry located in Chicago. The museum has wanted to move the locomotive out and the Illinois Railway Museum is interested in obtaining it. The museum is located in Jackson Park located south of the downtown area. The move would require laying track panels across city streets for almost a mile to move the locomotive to the Illinois Central trackage and thence to the CNW for final movement to the museum.

The Milwaukee #261 proved to be a very able locomotive during the New River Gorge trips this fall. The engine was moved from Wisconsin to West Virginia the week before the trips and left for Minneapolis on October 24th. The engine will be stored for the winter and plans will be made for operating in the Minnesota and Wisconsin area in 1995. This engine, and #1522, may be the mainstay of operation during 1995 providing the sponsors can find trackage to run on.

In a related move, a new insurance group has been formed. Called the Eastern Excursions Group, Ltd. the group, headed by Rich Melvin of the Fort Wayne RRHS, is planning to offer \$200 million insurance policies for an affordable price during 1995.

Notes from Dayton Ties and Tracks.

WABASH 1189 ON THE ROAD

On December 16, 1994, **Wabash F-A #1189** entered the world of main-line railroading again. To a Wabash fan, like member Randy Rippy, this was a dream come true.

Norfolk Southern was planning to run an employee special from Decatur to Niantic on Sunday the 18th and the decision was made to ask the MRM if the locomotive was available. The museum quickly decided to make the locomotive available and the NS Mechanical department came to Monticello to inspect the locomotive and, if approved for service, to install the FRA required equipment to make the unit main-line worthy.

On the morning of the 16th while drinking his morning cup of coffee Randy heard the #1189 sounding its horn in downtown Monticello (only a true Wabash fan could detect the units horn). The scanner was turned on but no traffic was heard that would lead him to believe the unit was out and running. Soon he heard the message to the Decatur Dispatcher that stated "We're ready to head to Decatur with that Wabash diesel!" The coffee was spit out, the camera grabbed and out the door to the truck. A mad dash was made to the south side of town and behind General Cable he joined other fans in recording the passing of Wabash #1189 with one grain car. (The loaded car was added to allow the train to run at track speed.)

The chase began and on to Bement

went the fans. Though there was a steady rain, the flashing Gyalite was a great sight. Randy got ahead of the train and then pulled down a side road to watch as the unit sped by at 50 mph instead of the usual 10 to 15 mph at the museum. The train was paced west of Bement and finally one last photograph was made as the train passed through Cerro Gordo.

On Sunday the 18th the Wabash #1189 was one of two units on a special train that hauled over 600 employees and their families from Decatur to Niantic. The units were on both ends of the train and made 5 round trips between the two cities. The Decatur Terminal Safety Committee sponsored the trips with Santa Claus on board. Many of the kids said this was the best trip they ever had.

A second Santa Train was run by the Decatur Junction Railroad on Saturday the 17th. The railroad used two units and a caboose to haul Santa from Cisco to Assumption, stopping at all small towns along the way. This was also a successful trip and may be repeated next year. *R. Rippy*

METRA EXPANDS

As many of you know, Metra, the Chicago commuter system, will expand service onto the Wisconsin Central in 1996. The addition of the 41 mile system, with 13 stations will add to the existing 11 route, 502 route-mile, system in the Windy City. This will be the first expansion of the system in 50 years.

The new route will begin at Metra's Milwaukee District West Line at Franklin Park and run northwest to Antioch in north Lake County. A planned station will build at O'Hare to connect with the Airport Transit System people mover that links the parking lots with the airport.

Funding for the project is coming from \$21.6 million in federal congestion mitigation and air quality funds plus Metra's five-year capital budget. Additional support will come from the on-line communities that will contribute about \$20 million to build stations and parking facilities. A fleet of 25 gallery cars will be rehabilitated for the service.

The next major extension of Metra service may be on the Elgin, Joliet and Eastern. The first phase of a study indicated that the Aurora to Barrington segment would be the most used of the new service, providing cross suburb service and connect with service out of Chicago. More recent studies have shown that the extension of the service on the EJ&E may provide relief to the traffic congestion on the tollroads around Chicago and connect with C&NW service on the north to Rock Island service on the southwest. These segments are planning for the distance future.

In the fall of 1994 Metra awarded contracts to various consultants for various design and construction services. These contracts will include work on the WC line that will include design of new yards and station tracks, signal work and bridge and highway crossing protection. Station design contracts have been let for many of the planned stations on the new route.

NS ANNOUNCES **1995 CAPITAL** **SPENDING**

Norfolk Southern Corporation plans to spend \$695 million on capital improvements in 1995, according David R. Goode, chairman, president and chief executive officer of the company. This compares with \$634 million in 1994.

"Our business is strong," Goode said, "and our 1995 capital spending reflects our resolve to be pre-

pared to give our customers the high levels of service they expect, and we intend to deliver. Our capital spending, along with improvements in asset utilization, will enable us to do the job."

Of the \$695 million in capital expenditures planned for 1995, \$220 million is budgeted for the railways's rail, crosstie and ballast programs;

\$148 million to purchase 125 six-axle locomotives (see Wheel Report); \$57 million to rebody 3,500 coal hopper cars; and \$9 million for Norfolk Southern's motor carrier subsidiary, North American Van Lines, Inc.

Other major features of the railroad budget include the initial phase of the following multi-year projects:

\$52 million to purchase 414 multi-level auto racks and 300 60-foot boxcars for use in the automotive and aluminum service, as well as to rebuild 86-foot boxcars for automotive parts. \$44 million is set for projects to improve rail line capacity, most significantly in northern Georgia, Cincinnati (third track addition) and northern Indiana (purchase of Conrail line). \$34 million for a new computer system to replace the existing yard inventory system and provide for complete, timely reporting of all car movements. \$29 million for new or expanded intermodal (Columbus and Atlanta), automotive (new facility at St. Louis Ford plant) and bulk distribution facilities. \$21 million to replace 388 miles of signal pole line with state-of-the-art signaling equipment (more of Springfield district included).

NS Press release

NS RECYCLES RAIL

As many of you know, railroads recycle much of the rail and OTM (other track material) throughout their systems. Norfolk Southern does this on a regular basis. When lines are abandon, or when there is a rail renewal program, the rail and OTM removed is loaded on a rail train or gondolas and shipped back to be sorted and rehabilitated.

In some cases the rail and material is needed quickly and once removed from service it is shipped directly to a new location. Such is the case of the rail displaced in the Springfield relocation project.

On the 14th of December NS began the process of removing the rail from the abandon segment west of Iles Avenue to a point west of Route 4, about 3.5 miles. In the weeks previous, since abandonment of the line, M of W forces have been removing good ties for shipment to Decatur. A program to replace ties in Decatur yard is starting and these ties will be used in the yard. The ties were stacked and bundled in sets of 16 ties each and then moved by truck to Decatur. About every third tie was left in place so the rail train could be moved onto the abandon track. The rail was loaded on a rail train by the end of the week and the train was moved to two locations for unloading.

The first location is the new connecting track in conjunction with the purchase of the Conrail line near Hobart, Indiana. The connection needs good 132# rail and the Springfield segment was in good condition and ready for use. The second location for this rail, and some curved rail from around Bluffs, Illinois, is the construction of the Intermodal Facility in Columbus, Ohio. Turnouts have been installed in recent weeks and now they are ready for rail. The third location is for the Lobdell Emery project near Argos, Indiana. Again, good 132# rail is needed. A few strands also

have been shipped to Birmingham, Alabama for use in that location.

All of these projects are rush projects and the rail was loaded and moved to the sites quickly. The last part of the salvage will be most of the OTM. The material will be loaded and shipped to Roanoke to be sorted and reused or scrapped.

AMTRAK

Amtrak's financial crisis has deepened, with NARP warning that the railroad may act to cut several long-distance routes. Senior Board Member Robert Kiley was quoted in *Traffic World Magazine* as saying "Amtrak will be doing well to get through the third quarter of this fiscal year (ending next September 30). There is no scenario that would get Amtrak through the year even with additional congressional subsidies." Although management expects to cut \$30 million of the projected \$193 million shortfall through the recent buy-out and early retirement program for non-union employees, Kiley predicted the imminent "rationalization of some routes after the upcoming board meeting on December 14".

Conceding that cut-rate airline fares have been partly responsible for reduced rail ridership, Kiley nonetheless faulted Amtrak for not responding more quickly. "There has been a real dependence, an addiction for government money," he charged. "Amtrak never had to keep track of what was going on in the marketplace." He called on the railroad to hold off on any equipment purchases and said that it must further reduce its payroll from the current 25,000 employees. "There has to be a transition away from government dependence," he said. "Possibly that will mean that Amtrak will not operate trains but will contract them out."

Meanwhile, one of the budget-cutting measures being considered by the new Republican congressional

leaders, as reported by the *Inquirer*, would eliminate \$2.8 billion in Amtrak operating subsidies and Northeast Corridor grants over the next five years. Earlier, Amtrak President Thomas Downs held a management leadership conference September 22-23 at Crontonville, NY, in which he outlined the major challenges facing the railroad and the "drastic steps" that must be taken to meet them. He did not specifically mention service cuts, but did point to a flatter, more flexible organization and the pressing need for a "better quality product at a lower cost". Amtrak's voluntary severance and early retirement programs expired in mid-November, with substantial numbers of management employees reportedly accepting the offers. The effort to slim the ranks has come to be known around the railroad as "Downs-sizing." Amtrak's federal subsidies rose some 14 percent this year, to \$622 million for operations and capital projects.



Amtrak has withdrawn its threat to sue freight

railroads which fail to give passenger trains preference. On-time performance by these carriers sharply improved during the July to September quarter with Amtrak President Downs singling out Conrail for better handling of the *Lake Shore Limited* and Burlington Northern for the *Empire Builder*. Overall, Amtrak's on-time record in Fiscal Year 1994 rose to 75 percent from 66 percent the previous year.

Amtrak hopes to award a contract in early 1995 for 26 high-speed train-sets, 24 of them electrically powered and two diesel driven. The order is said to be worth \$600 million, with two prototype sets to be delivered in 1997 and the balance in 1998 and 1999. Amtrak has named new Superliner deluxe sleeper #32502 the *W. Graham*

Claytor, Jr. and #32503 the *A. Phillip Randolph* for the man who founded the Brotherhood of Sleeping Car Porters in 1925.

Via Cinders

AMTRAK MAKES CUTS

In light of increasing costs and the possibility of the new congress cutting funding, Amtrak has evaluated its routes and has decided to begin making cuts of the service that shows the biggest loss.

Midwest service will be affected. Service from Chicago to Milwaukee and Chicago to Grand Rapids, Michigan will be part of the cost-cutting plan. Service will end on April 1 of next year. Also, Amtrak will reduce service on the *Empire Builder* beginning February 1 along with service on the *Desert Wind* between Chicago and Los Angeles. Bus service from St. Louis to Carbondale will also stoop.

Amtrak President Thomas Downs has said that the system can no longer maintain service to 540 cities across the country and will begin to eliminate some 5,000 jobs and cut 21 percent of its service nationwide. The railroad lost \$76.2 million in fiscal 1994 for the fifth straight year. Ridership has also fallen in recent years.

Other routes that will have segments eliminated are St. Louis to Kansas City, Birmingham to Mobile, Detroit to Pontiac, Michigan, and some lines in the east. The bus service from Ft. Wayne to Waterloo and Garrett, Indiana will also be affected. All service will end in April.

A number of factors have contributed to the loss at Amtrak. Recent airline fares have cut into the carriers passenger loadings. The rash of accidents, none of which was Amtrak's fault, have caused people to look elsewhere (J. Leno probably

didn't help either). Amtrak will still pursue the equipment to add train sets on the Northeast Corridor by opening bids this spring. However, Congress could still throw a wrench into the plans for adding train sets to increase speed and compete with the airlines.

This probably seals the fate of the planned Chicago to Florida train in our area. With the lack of funding, and equipment, the addition of the service for 1996 or 1997 is surely out the window.

RAILROAD SLANG QUIZ

Here the answers to the previous quiz. Hope you didn't peek early.

1. The emergency position of the air brake valve, the act of abruptly applying brakes to the full reduction.
2. Demerit marks placed against an employee's service record.
3. Car repairer, there are many variations of this word viz: car knocker, car tonk, car whack, etc.
4. Private car.
5. Falling off a car.
6. A man who couples engines on and takes them off on the arrival and departure of trains. (The C&E had the "Herdie" track from Cory tower to Oaklawn Shops to move locomotives to and from the station.)
7. The Federal statute which provides that all train and engine crews ties up after 12 hours of service.
8. Telegraph operator.
9. The rear end signal on a train.
10. Yard clerk.
11. Railroad surveyor
12. Railroad eating house.
13. Locomotive fireman
14. Applied to tour of duty, usually a 8 hour shift.
15. Yard switchmen.

TERROR ON THE TRACKS

Runaway train on Cajon Pass

September 9 seemed like a typical Friday as train dispatcher Clyde Patterson arrived at Santa Fe's System Operations Center to work second shift on the Cajon subdivision. A few hours later, Patterson became a cast member in a nightmarish drama that could easily be title "Terror on the Tracks." Only this drama's terror was real.

Patterson was guiding a Chicago-to-Los Angeles Santa Fe doublestack train (SCHLA) west down Cajon Pass on the south track's steep 3% grade. Behind that train was a west-bound Union Pacific doublestack train, and behind both trains was the westbound Amtrak Desert Wind.

Patterson's first indication that trouble was brewing came when the Union Pacific engineer radioed that his train was accelerating despite his application of the emergency brakes. On the steep descent from Summit to Cajon, the mile-long UP train was travelling up to 58 miles per hour around curves rates at 15 miles per hour. Patterson called to Steve Dessler, manager of corridor operations: "Steve, I've go a runaway on the hill." Part of the SOC fell silent.

Patterson maintained his composure but couldn't stop his mind from racing. He thought of the SCHLA train and the safety of its crew. He remembered the tragic 1989 Southern Pacific runaway that piled up in San Bernardino after speeding down Cajon Pass at over 100 miles per hour, killing the crew and several area residents. He wondered whether he was listening to the last words from the panic-stricken crew on the UP train and whether the ensuing wreck might top the crash of USAir flight 427 in the headlines. The UP train continued zipping past dispatcher control points.

While Dessler contacted assistant superintendent Neal Leaverton and trainmaster Gary Barta at San Bernardino, Patterson told engineer Jerry Shine and conductor Bob Chiarolla on the SCHLA that a train was bearing down on them from behind. He instructed them to move as quickly as possible to San Bernardino to avoid a potential rear end collision. Shine and Chiarolla remained as calm as possible while Shine kicked off the dynamic brakes and air brakes. The SCHLA sped up almost immediately. The UP train, only a few miles behind, was creeping up to 70 mph.

the UP crew repeatedly tried the train's emergency air brakes and even tried to reverse the locomotives, resulting in severe damage to the traction motors. They went through the "S" curve at Devore, a place Patterson guessed they might derail. They stayed on the rails, still accelerating.

The California Highway Patrol and San Bernardino police department quickly cleared a mile-long section of highway I-215 that parallels the railroad in downtown San Bernardino. The CHP cleared crossings, while San Bernardino police evacuated buildings along the 10 degree curve just east of the passenger depot. Leaverton had all employees leave the area. So far, Patterson had been able to keep both the SCHLA and UP train on the south main line.

Shine guided the SCHLA around the curve at San Bernardino. Patterson lined up the SCHLA to swing around another curve at West yard toward the San Bernardino subdivision. He then planned to realign the switch for the UP train to head toward Los Angeles on the former Pasadena subdivision (now owned by Metrolink). Patterson cleared the plan with his counterpart at Metrolink, who had no trains on that line. The ascending

grade and more tangent alignment on that line would help the UP crew stop their train, Patterson felt.

By now nearly 20 people had gathered behind Patterson's dispatching pod.



To the amazement of all involved, events proceeded as smoothly as if they'd been scripted. Signals turned from red to yellow just as the UP train reached them, the train never ran a red signal! No maintenance gangs, hirail vehicles, helper engines or stopped trains were on the 25-mile stretch of south main line between Summit and San Bernardino. The recently installed concrete ties between Summit and Devore held the rails in place, preventing a rail from rolling over or lateral forces from spreading the track gauge. Better yet, the UP train had not caught up with the SCHLA, despite speeds up to 73.9 mph. And neither train had derailed.

Communicating with the UP crew was tough, admits Patterson. The locomotive cab windows were open, and the rushing air, whine of dynamic brakes and the crew's panicked voices made them nearly impossible to understand. At one point the engineer indicated he and the conductor were going to jump off the train. Luckily they did not.

The SCHLA rounded the curve at West yard, and the dispatching computer software rolled the switch over immediately behind it. The signal went to green and, in two or three seconds, the UP train reached the switch. The entire train went 44 mph around the 10 degree, 20 mph curve east of the depot. The UP crew stopped the train near the west end of Santa Fe's A yard. Leaverton called paramedics for the UP conductor, who was hyperventilating and visibly shaken. The engineer climbed down from

the locomotive drenched in sweat.

Patterson received word the train had stopped. He stood up, took off his headset and threw down his eyeglasses. On the SCHLA, Shine and Chiarolla breathed a sigh of relief. The UP train had covered about 26 miles in 40 minutes, about half the time normally required to safely control a train down the west side of Cajon Pass.

"We were very fortunate to have the right circumstances to get this train stopped without a derailment or collision," Patterson said. "I like working the hill best and find the challenge of dispatching Cajon Pass stimulating." The events of September 9, however, were a bit too stimulating, he admits. "I found myself three inches off the seat. I knew I had to stay with the situation and think of every way I could to clear the path for those trains. It is one thing to think about what you would do faced with a runaway train on the hill. It is another thing to experience it firsthand. Thankfully, everything fell into place."

Within an hour, the Union Pacific crew members called Patterson from Santa Fe's San Bernardino yard office to express their gratitude. Senior Vice President and Chief Operating Officer Don McInnes also congratulated him. As a one-time superintendent of the Los Angeles division, McInnes is familiar with the rigors of railroading over Cajon Pass.

Superintendent Bill McGinn, who watched from San Bernardino's Fifth Street overpass as both trains rolled past, immediately began work with his Union Pacific counterparts to develop an action plan to minimize incidents like that of September 9. "We need to treat this as a learning experience that could have ended tragically, but didn't," stated McGinn. "Everyone involved in this situation learned a thing or two, not the least of which is respect for the mountain grades in Cajon Pass."

Via Santa Fe Railway News

CSX NEWS

ST. JOE, INDIANA. Recently CSX ask for proposals from consultants to add an interchange track between their former B&O main and the former Wabash main of Norfolk Southern. The new connection will include a 6000 foot runaround siding on the north side of the CSXT mainline west of the diamond. A No. 16 turnout will be placed in the NS mainline north of the diamond, the same number switch at the west end and at eh crossover at the east end . This will allow movement from NS to the Nucor steel mill located east of St. Joe. Plans will be prepared this winter with construction slated for next spring.

CSXT continues to receive the new CW44AC locomotives. Initially numbered beginning with 9100 they are being renumbered beginning with the number 1 according to the Bull Sheet. As of November 28th there were 25 units on the roster, 12 of which were still in the 9100 series. The Bull Sheet also reports that 9113 is the last numbered with four digits and that they then begin at #15 through 27. The Mainline from Cleveland reports that #9120 went through Cleveland on November 17th. To date the locomotives are being used on coal trains operating out of Kentucky and Tennessee.

The recent copy of the Bull Sheet received in the mail has the roster of CSXT locomotives and paint schemes. If you are interested in a copy contact your editor. The list is to long to include in the *Flyer*. Also included with this recent issue is a list of B&O towers from 1928 along with B&O call offices.

ST. LOUIS STEAM TRAIN ASSOC.

Frisco #1522 has been dormant for the winter, but SLSTA volunteers continue to be busy. Work is proceeding to renew the blowdown

valves on the locomotive. Plans also call for the engines's distinctive boiler-top air reservoirs to be taken down and hydrostatically tested. Work was also done on business car Silurian, with plans to replace the grab irons on the blind end of the car, and to attach rubber tube-type diaphragms to the blind end door.

SLSTA volunteers will soon begin replacement of the track just south of the Abbott shed. The roadbed was surveyed in November in order to determine where to add or remove subgrade. The old switch to the former track was also removed, to be replaced with better materials. The SLSTA encourages anyone interested in track work to come out in early December.

SLSTA has been contacted by members of the Steamtown Grand Opening Committee concerning having #1522 attend the celebration of Steamtown becoming a National Park (it presently is a National Historic Site). Several steam locomotives have been invited to participate in the grand opening with the primary festivities concentrated the first week of July, 1995 (Ed. The NRHS convention will make a trip to Steamtown the first week of July.) There has been some positive feedback from railroads concerning the deadheading of locomotives and equipment to the event, however, the committee is not as far along in fundraising as they would like to be.

*Via St. Louis Chapter Gateway
Railletter*

W&LE REOPENS FORMER NS ORE DOCK

Wheeling & Lake Erie Railway has re-opened a former Norfolk Southern ore dock here that had been closed for ten years. W&LE will use the dock to receive taconite ore from Great Lakes boats. The ore will

CONRAIL TO BUILD LOCOMOTIVES AT ALTOONA SHOP

Conrail is expected to take delivery this week of the first of 45 General Motors Electro-Motive Division SD601 locomotives that it will build at its Juniata Locomotive Shop, the first diesel-electric locomotives ever to be built there. The Altoona facility originally manufactured steam locomotives for Pennsylvania Railroad, a Conrail predecessor.

The new units are part of a 90-unit order placed with EMD earlier this year. Because Conrail wanted to put the new locomotives into revenue service as quickly as possible, the two companies undertook a unique final assembly agreement that calls for 45 of the units to be assembled in Altoona using parts supplied by EMD. Two supervisors and an engineer from EMD are providing in-house consultation for this project.

Parts for the 3,800 horsepower units are being shipped by EMD from two plant locations. Frames, car bodies, hoods and cabs come from London, Ontario. Engines and electrical assemblies come from LaGrange, IL. The locomotives will be assembled at the rate of five per month.

Via Train-It

then be shipped by rail in 60-car trains to Wheeling-Pittsburgh Steel's mill in Steubenville, Ohio.

The dock is being leased from NS. W&LE has invested \$150,000 in improvements to the facility.

Via Train-It

TRAFFIC SURGE SPURS FREIGHT CAR, LOCOMOTIVE ORDERS

More new rail freight cars have been delivered to the nation's rail industry during just the first three quarters of this year than in any full year since 1980, according to the AAR and American Railway Car Institute.

A total of 38,485 new cars were delivered to railroads, shippers and private car companies during the first nine months of 1994, 51.9 percent more than in the comparable period last year and more than in any full year since 85,920 were delivered in 1980.

Freight car orders were also on a pace to set a 14-year high. Orders were placed for 42,968 cars through September 30, up 52.8 percent from last year.

Locomotive deliveries also rose sharply this year, with 496 delivered through September 30, up 22.5 percent from the first nine months of 1993.

"The surge in equipment orders and deliveries reflects the strong demand for rail service that is leading to gains in rail market share," said Dr. Harvey A. Levine, the AAR's chief economist. "It also represents a commitment by the nation's railroads to meet the needs of the growing legion of shippers who are opting for rail or rail intermodal."

Via Train-It

CLEVELAND REGIONAL TRANSIT

Early in 1993 the Greater Cleveland Regional Transit Authority approved Transit 2010, a plan for the development of a regional transit system over the next 25 years. Five com-

muter rail lines proposed by the plan would link the new Tower City Center intermodal terminal in downtown Cleveland with Lorain, Medina, Akron, Aurora and Mentor operating over Conrail, CSXT and Norfolk Southern.

The RTA is considering a development of a five-year demonstration project that could have one line between Akron and Cleveland operating by 1996, the centennial year for Cleveland. The new line would extend from the lakefront Amtrak station to Hudson and then to Akron via a former Conrail line and serve 7 intermediate stations.

In related work, now under construction, the RTA is extending the rapid transit to the lakefront by turning north from the airport line and heading along the east bank of the river through the Flats to the lakefront. The line will cross over Conrail just east of the list bridge and turn east to parallel the Conrail mainline to the Amtrak station and beyond to the parking lots east of the station.

The foundations for the new bridge over Conrail are being placed now and the contract for the structure has been let with work beginning in January. The contract for the trackwork will be let in late January. All work is scheduled to be completed by the spring of 1996 in time for the centennial. WVP Corporation is providing on-site services for Conrail to observe the progress of the work over and adjacent to Conrail. This work will be completed in September of 1996. In addition to the rail work several bridges over Conrail in downtown Cleveland will also be rebuilt before 1996.

WHEEL REPORT

SANTA FE is reportedly negotiating with Conrail for haulage rights for intermodal trains over Conrail lines similar to the agreement between Santa Fe and Burlington Northern between Avard, Oklahoma and

Birmingham, Alabama. From the Orderboard via Dayton RHS.

MORE NEW MOTIVE POWER NS has ordered 125 Dash 9-40C's from GE for delivery in the first and second quarter of 1995. These units will be standard cab units with split engine cooling system, electronic fuel injection and high-adhesion trucks. The CNW has ordered 35 AC4400-CW's also from GE for delivery now and into 1995. CPRail has ordered 40 AC4400-CW's for delivery in the third quarter of 1995. The SD60M's that Conrail ordered will have 45 assembled in Juniata Shop in Altoona, PA. The parts will be shipped from EMD plants to Conrail and EMD supervisor will assist in the assembly of the new power. 45 new units will be built by EMD for shipment to Conrail. *Via Lake Shore Timetable*

UNION PACIFIC is planning to operate Challenger #3985 into St. Louis in the early part of June, 1995. The locomotive and consist will be coming from Kansas City on its way to DeSoto and Little Rock. The train may be available for some trips in the area. *Via St. Louis Chapter*

Your editor has also learned that the UP will operate a Operation Lifesaver train in April of this year. A date has not been set but the train will run from Chicago to Villa Grove. A contact has been made with a representative of the UP and we will keep you posted of this event.

LEASED POWER NS still has some power leased until the new units arrive early next year. The BN has leased 10 C30-7's from Santa Fe and are reported to be leasing motive power from the UP (some recently spotted in Galesburg). The Wisconsin Central has purchased 7 ex-Southern SD-45's and will number them from 6571 to 6577. They have also purchased some of the ex-BN E units to be used on the Algoma Central passenger trains (WC recently acquired the Algoma Central). *Part via NWI Limited.*

AMTRAK CALENDAR AVAILABLE

The 1995 Amtrak calendar is available for only \$5 each. Ordering two or more there is a discount for volume purchase. This year the calendar features the *Capitol Limited* crossing the Potomac river at historic Harper's Ferry, West Virginia. New Superliner equipment is featured with two of the new Genesis engines up front. The calendar may be ordered from **Amtrak Calendar, PO Box 7717, Itasca, IL 60143**, checks only. Calendars will be shipped in tubes and please allow two weeks for delivery.

C&EI CALENDAR Remember you C&EI fans, the 1995 C&EI calendar is available from the Chicago and Eastern Illinois Historical Society by sending \$7.50 to C&EI HS, Robert McQuown, 15 Woodland Drive, RR #1, Bismarck, IL 61814. This year the calendar features a full two-page map of the C&EI and its connections dated 1885 plus may outstanding photos of steam, diesel and the people that made up the C&EI. Get yours while they are still available.

A MISSOURI PACIFIC book is available from White River Productions. The new book covers the diesel power of the MoPac and is written by Kevin EuDaly with the C&EI chapter by Ray Curl. This hardcover, 192 page book, features 56 pages of color and black and white photos that cover the MoPac from the late 1930's to the 1990's and include the T&P, the C&EI and other subsidiaries. Also included is a roster of all motive power that was part of the MoPac system. The book is available to C&EI members at the rate of \$49.95 and may be ordered from White River Productions, 6545 Scenic Drive, Kansas City, MO 64133.

VISITING GALESBURG? If you have your scanner with you might note the following: The BN Dispatcher for the 9th Subdivision (west to Iowa) is 161.385. The Galesburg to Ottumwa 6th District dispatcher

is using 160.695 and Galesburg yard uses 160.845. Turn on the radio and listen in, but stay on private property. The signs are up and they will ask you to leave if on BN property.

TOM HOLMBERG reports that the Union Pacific has installed a new detector at milepost 45.0 on the mainline in Grant Park. The detector that was at milepost 55.5 has been moved. This has affected the train watching especially since Pence tower closed. There is no northbound warning now and the detector is located at the south road crossing in the village so the train is past before the detector sounds off. In other news there have been Wisconsin Central power past his home along with MP 15's, EMD lease units along with Conrail GE's.

L & N HISTORICAL SOCIETY is offering another set of coal hopper cars in HO. Last fall they offered the orange 70-ton car that we say back in the 1970's. Now they have produced the 50-ton offset-side car in five numbers. The car is oxide red with white lettering and The Old Reliable slogan on the side. The cars are \$8.50 each or five for \$40.00. Contact the L&N HS, PO Box 17122, Louisville, KY 40217.

No additional word on the fate of the NKP #587 not stored at Monticello. Reports last fall indicated the cost of rehabilitation was far greater than expected and work was suspended. At the same time the end to excursions that NS came forward with put a damper on the use of the locomotive for excursions other than on museum trackage at Indianapolis. We will keep you posted.

Rick

ICC APPROVES UP CONTROL OF CNW

The ICC has unanimously approved Union Pacific's request that its non-voting stock in Chicago and Northwestern be converted into voting stock. UP needed ICC approval of the transaction because of its 29.5 percent stake in CNW to voting stock would give it control over the smaller road.

UP argued that control over CNW would better allow the two carriers to coordinate freight movement and rates. UP said it "is very pleased with the ICC decision. The CNW has always been a vital link for out customers, and this ruling will allow us to more closely coordinate our operations"

Before approving the UP application, the ICC turned down a request from SP that the ruling be delayed pending the

outcome of UP's bid for Santa Fe. An SP spokesman told the Journal of Commerce that the railroad "believes there are serious anti-competitive problems that the Commission did not evaluate".

The ICC approved only one of a number of conditions that had been requested by other railroad and labor unions. That condition concerns the Soo Line request for relief in a dispute with CNW over access to portions of two rail lines in Kansas City.

As a result of the approval, UP will place two directors on CNW's board of directors. In terms of freight volume, UP was the nation's second largest railroad in 1993, with a volume of 220.7 billion ton-miles. CNW was the nation's eighth largest railroad with a volume of 32.8 billion ton-miles.

Via Train-It



CHAMPAIGN NEWS

The EMD SD-70 demo's have arrived on the Illinois Central for testing. Since Christmas two of the units, #7000 and 7002, have been used on a variety of trains through the Champaign area. On January 5th Walt Baselt spotted the units as power on a northbound coal train.



Last summer the word was out that the IC was looking at new power for the first time in many years. They were interested in obtaining some GP-60's to be used on the intermodal trains. Then came the planned merger with the Kansas City Southern and the plans for purchase of new power was put on hold. With the KCS deal off the railroad may be looking at new power to replace the aging fleet of diesels that have been rebuilt many times. As you know, the latest batch of SD40-2's are hand-me-downs from the BN. That railroad ran the wheels off them and now the IC is finding that failures are common.

In addition to the SD-70's the railroad has been using Helms SD40-2's to ease the power shortage. Conrail and EMD lease power is also moving trains. More GP10/GP11's have been placed back into service. Keep your ears to the scanner and your camera ready.

Bruce Bird

