

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC, NRHS

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

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

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

OFFICERS FOR 1996 - Our 28th Year

PRESIDENT: Larry Prosser

SECRETARY: Dave Sherrill

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 - Illinois Association of Museums

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

VICE PRESIDENT: Jesse E. Bennett

TREASURER: Allen Cooke

PROGRAM CHAIRMAN: William Darnier

HISTORIAN: Jesse Bennett

PUBLISHER: Allen Cooke

Cooke Business Forms, Inc.

John Cooke Sr., Honorary Member

Volume 28

January 1996

Number 1

COMING EVENTS

January 18, 1996

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

January 20, 1996

Indianapolis, In. - Model Railroad Show, Beech Grove Benedictine Center, 1402 Southern Ave, Beech Grove 10:30 to 3:00 - \$3.

January 14, 1996

Great America Train Show - DuPage County Fairgrounds, Wheaton, Illinois 10-4

March 24 & 25, 1996

Urbana, Illinois - Model Railroad Show and Swap Meet, Lincoln Square Mall in downtown Urbana. This is the best spring show in downstate Illinois.

April 12-14, 1996

NRHS Spring Directors meeting - St. Paul, Mn.

June 18-23, 1995

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

NEXT MEETING

The next meeting will be January 18, 1996 at the Palmer American Bank located at Vermilion and Main Street in downtown Danville. Enter on the east side of the building, take the elevator to the second floor, and the meeting room is to the right. Business meeting will begin at 7:30 PM with the program starting around 8:15 PM.

Weather permitting, Rick Schroeder will present a program covering the Burlington Northern Santa Fe route from Galesburg to east of Kansas City. Rick covered the new BNSF, NS, UP and GWWR over the holidays.

We welcome a new member to the museum. Bill Sartain of 203 Stroup, Danville is a HO modeler and a



history buff. We welcome him to the museum.

The modelers, Bob G and Rick S, are in the process of rebuilding the south (west) end of the yard. A new ladder is being constructed that will make all tracks double ended. A new running track has been added where the caboose track was and two new yard tracks added. A new caboose track has been constructed and new leads into the engine terminal are being added. The last addition will be extending the south lead to mainline track west of the turntable. A track will also be constructed to the west side of the roundhouse for bad order cars. Come and help rebuild a portion of the layout. Bob and Rick work each Sunday (we do have heat in the baggage room) from around 10 AM to about 3 PM.

MEETING MINUTES - **NOVEMBER 16,** **1995**

Palmer Bank

Meeting opened at 7:30 P.M., President Larry Prosser presiding. Secretary's report was read and approved. Treasurer was present but had no report.

Old Business

Annual officer elections were held. The slate as presented by the nominating committee was: Larry Prosser, President; Jesse Bennett, Vice President; Dave Sherrill, Secretary; Allen Cooke, Treasurer and Rick Schroeder, National Director. Bob McQuown made a motion to accept the slate by acclamation. Motion seconded and approved... No meeting next month. The Christmas Dinner will be on December 3rd at the Pizza Inn from 1-5 P.M... Bob McQuown reports that large format negatives are still in Clinton, IN being printed... Bill

Pearson made a request for a picture of the Wabash Caboose to use in the "mini-float" he is planning for the back of his pickup truck.

New Business

Bob McQuown reports that the new C&EHS calendar is now out. An 80-90 page Flyer is also due soon... Doug Nipper reported that he is creating a "home page" for the Chapter on the Internet's World Wide Web. Watch the newsletter for details.

Good of the Order

Allen Cooke reports that Conrail has cut off the west local job out of Hillery Yard. One train now goes west on Wednesday and comes back on Thursday and handles all through traffic and local work. Who knows how long CR will remain in Danville at this rate... The old Central Foundry switch engine is still sitting at Hillery. Assume it will be headed to another GM facility... Bill Pearson reported seeing two NYC Geeps, with actual New York Central lettering, in Peoria. Mike Pfeiffer says the ticket agent at Mattoon told him that the depot there will be closed by year's end. The station stop may move to the IC yard office, which is also due to close, or an "Amshed" will be erected.

Meeting adjourned at 7:55 P.M. Slide program given by Larry Prosser.

Doug Nipper

RAIL SERVICE **PROPOSED TO THE** **OLYMPICS**

Tentative plans are being made, largely through the effort of Congressman Bob Clement and his staff to have a train going from Nashville to the Olympics during the Summer of 1996! There is very strong interest in this train. This train would run from Nashville to

Chattanooga, to Dalton and Atlanta and a proposed train would run at night with sleeping cars and lounge cars. Because of this, people could attend the Olympics for a day and sleep on the train overnight. It would probably be very difficult and expensive to find hotel space in Atlanta.

The train would be run by Amtrak who is interested in operating the train. CSX Railroad and Norfolk Southern Railroad would also need to be involved and supportive of the train.

The train would probably accommodate 2-3 hundred passengers.

The major stumbling block is financing for the train. Amtrak has no money to operate the train and major corporate sponsors would be needed to fund the train.

Raleigh Durham and Birmingham are also considering train service to the Olympics. If this train is successful, hopefully this could be a seed for starting regular Midwest to Florida train service by way of Nashville.

Via Whistle Stop

UNION PACIFIC

Their first SD90MAC, #8000, went west dead-in-tow on CP Rail System train #229 on November 11. Evidently the units are being delivered to the Union Pacific in Kansas City. The present order for 25 of these units will be increased to 50 engines for 1996 delivery. UP has also committed for two "SD85MAC" models to be numbered 8025 and 8026. The 5,500 horsepower, 20 cylinder units will be delivered around May of 1996.

To ease the current power shortage UP has 268 units presently on lease. Some of these include: CN SD40s, 30 of the LMS C40-8Ws, Norfolk Southern 4-axle GE products, and even 20 Amtrak F40PHs. The F40PHs are ear-marked for inter-

modal service (as trailing units) between Chicago and Texas. A few BN units are paying back horsepower hours too. BN 7244, 7052 and 6364 were together at Mason City, IA on October 15.

Via North Western Limited

TALENTED MEMBERS

Last month I was in conversation with one our members. The discussion turned to the members that we have in the chapter and the talents that many of them have. We, like many other organizations, are blessed with people that have special talents in the railroad field. I listed a few in this column. This list is by no means the only ones that have talent but some of the ones that stand out in my mind. Many of you don't know what others in the chapter do and this is my way of letting you know how they have helped us, and the hobby, to grow to where we are today.

During the time we had a museum in Catlin I met a young "boy" that had an interest in trains and especially the Wabash Railroad. He was still in high school and used to come up to the museum on Thursday nights when I was working on my O Scale layout. He graduated from high school, went to school in Crawfordsville, then the U of I, then moved into the nuclear field in power distribution. For the past 22 years Randy Rippy and I have been friends have been on rail trips and to several NRHS conventions together. Randy has been the driving force in the Wabash Railroad Historical Society over the past several years and can now say he has painted two Wabash cabooses. Randy is truly a talented member of our Chapter.

While in high school this individual rode the school bus with one of my friends that was the part time driver when not in his regular job as operator for the C&EI/L&N. Through

encouragement he joined the chapter and soon made an impact on the chapter. Doug Nipper and I became friends and he became an active member in the Chapter. Doug has the expertise in electronics that none of us have. He has made the throttles that make the model trains run. He has established the electronics for much of the signaling and turnouts on the layout. The operators bay and signal display in the museum is one of the show case areas of the museum. As you read last month Doug has branched us into the age of Internet with our own World Wide Web page. This past month the page has increased to tell the world more about the chapter and our activities. Doug is truly a talented member of our Chapter.

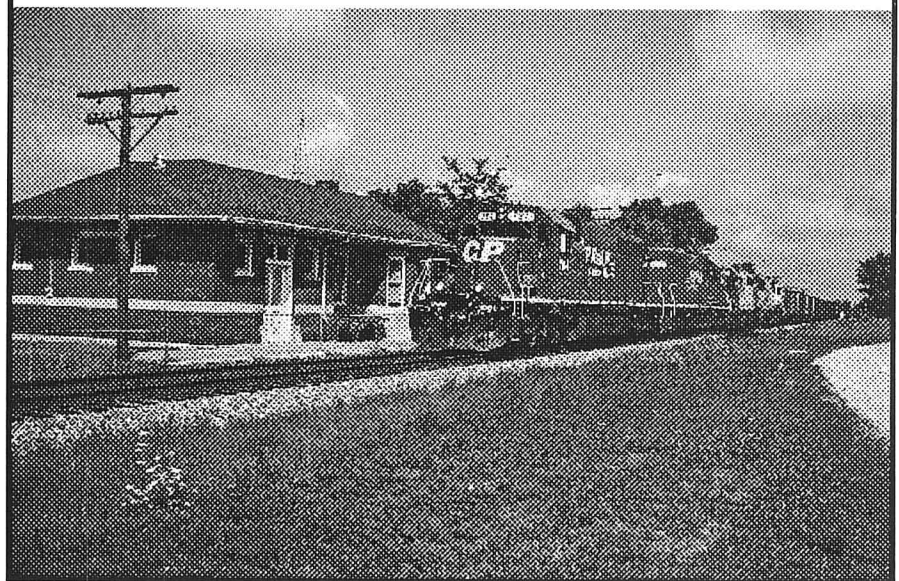
When not plowing the field or picking corn, this member is active in making the model railroad a better place for us to operate trains. Each year he thinks of ways to improve the layout, be it scenery or track work. Several years ago Bob Gallippi found our museum and liked the fact that a model railroad was started

just 10 miles from his home. Over the years Bob has made his impact in the appearance of the layout by hand building almost all of the turnouts. He has painted the backdrop, dyed the foam for trees and spent hours grinding the foam that is the base for the scenery on the layout. Bob is truly a talented member of the Chapter.

This member has a yard full of signals and other railroadiana material. He restores the full scale equipment to preserve the historic railroad car for all to enjoy. Dennis Sloan has a caboose, a pile driver, a flanger and baggage car located at the Monticello Railway Museum. His mostly single-handed efforts have been restoring Illinois Central equipment for the enjoyment of those that visit the museum. Dennis is truly a talented member.

The C & E I Historical Society would probably not exist without this individual. Each year he produces one of the finest calendars that any historical society puts out. He sees to it that the annual publication gets out to members and through his

Remember when it was nice and warm? The date is August 6, 1995 and CP Rail #784 leads train Z453 past the Rossville Depot. The ex-Soo Line unit is no stranger to the area, however, the paint is new as the railroad is changing its face. Photo by Rick Schroeder



efforts has made the society financially sound. Each year Bob sees to it that the annual meeting is held. Bob McQuown joined the Chapter several years ago after retiring from the Union Pacific and moving to the Danville area. He has helped promote the museum and provided many of the display boards we have in the display room. He promotes both societies to help the cause of railroad history. Bob is truly a talented member.

These are a sample of the talented members we have. We have many others that contribute their talent to the railroad hobby in many ways.

Bob Lehnan and Bob Gibson have kept the C&EI alive by their outstanding painting of models. Bruce Bird has photos of railroads published in *TRAINS* and *CTC BOARD*. Steve Hankel has produced a video tape for the C&EI to sell that features the C&EI and UP steam on the railroad. Steve plans to produce a video about the museum to be used in promotions. Brian Higgins is restoring a Illinois Central business car at Monticello. Bill Pearson has been the savior at the museum by keeping the grounds in shape. All of you have some talent that you have used to help our museum or your interest in model railroading or railroad history. We are proud to have all of you as members of the Danville Junction Chapter.

Editor: Richard M. Schroeder

AMTRAK ANNOUNCES SALE

During October, Amtrak announced pending sales of 44 different passenger cars, ranging from Heritage equipment to former Metroliners. The sales were to be held at various locations around the country, and the equipment was in various states of repair. All bids were to be handled by

Amtrak's Senior Director-purchasing, based at 30th Street Station

here in Philadelphia.

Offered for sale at Albany-Rensselaer are three french-built Turboliner cars, all constructed by ANF in 1975. Coaches 88 and 89 plus Coach-Cafe 96 are up for disposition, with the 88 suffering fire damage and the 96 suffering smoke damage in the Penn Station fire in New York on September 11, 1994.

Cars available at Beech Grove include Heritage coaches 4602, 4604, 4605, 4612, 4616, 4618, 4620, 4625, 4632, 4646, and 4647. All of these cars except the 4632 were built during the 1960's by St. Louis Car for the Union Pacific, and the 4632 is a Budd product of 1961 delivered to the UP as well. Also on hand at Beech Grove are Heritage lounges 3100 and 3101 (St. Louis Car for the U.S. Army), 3107 (Budd for the Santa Fe), Slumbercoaches 2054-South Haven Harbor and 2055-Toledo Harbor (Budd 1949 for New York Central), 10-6 sleepers 2887-Pacific Peak, 2893-

Pacific Northwest (Budd 1949 for UP) and 2997-Pine Ring (Budd 1949-50 for Santa Fe). (Note: 2997 is actually named Pine Ridge, in spite of what Amtrak records and various publications show).

Located at Miami are the three "Starlight diners" from Auto Train service: 9310, 9311 and 9312, all built by Pullman-Standard in 1952. Heritage lounge 3118-Casimir Pulaski (Budd 1951 for the PRR) and a whole host of 10-6 sleepers are also for sale. They are 2441-Pacific Cove (Budd 1950 for UP), 2882-Pacific Trail, 2883-Pacific Range, 2888-Pacific Spray, 2889-Pacific Terrace, 2923-Pacific Park (all built Budd 1949 for the UP), 2986-Pine Mesa, 2988-Pine dale and 2990-Pine Grove (all built Budd 1949-50 for the Santa Fe).

Four cars will be found at New Orleans, they being Slumbercoach 2052-Dunkirk Harbor (Budd 1949 for New York Central), 10-6 sleeper 2890-Pacific Union (Budd 1949 for

UP), Heritage lounges 3109 (Budd 1948 for Santa Fe) and 3113 (Budd 1950 for Southern Pacific).

Closer to home at Wilmington, you'll find Slumbercoach 2084-Loch Lomond (Built in 1959 for Northern Pacific), which was damaged in the May 16, 1994 wreck of Train 87 at Selma, NC. Also at Wilmington are Metroliner snackbar coaches 855, 860, 861 and 866. All of the Metroliners have much equipment removed and cannot be moved by rail.

Via Cinders

MUSEUM ORNAMENT

The Concord Card Shop (22 East Main Street, North East, PA) has commissioned James E. Sabol - noted Erie pen and ink artist - to draw a series of North East historic landmarks. These renderings are then crafted into aluminum, bronze and pewter collectable Christmas ornaments by the famed Wendell August Forge of Grove City (PA). First in the North East Collection series is the Lake Shore Railway Station.

Quoting from the folder accompanying the ornament, "The advent of American railroads in the first half of the 19th century heralded the development of the railroad depot. At first, these buildings resembled other structures and were little more than ramshackle dwellings. This would change over the course of time, however, but it would take another three decades before the railroad depot would embrace its own unique architectural style.

"These rectangular and mostly one-story depots would usually be built in the rural areas of the country and one could be found in almost every community across the U.S. Today, many still survive intact and a number of them have been converted into offices, restaurants, and muse-

ums. The Lake Shore Railway Station Museum in north East, Pa. Has been open to the public since 1970.

"The building itself was built just before the turn of the century by the Lake Shore & Michigan Southern Railway and opened for business on October 12, 1899. Mostly original, it measures 80 ft. by 20 ft. and is the third such depot at this locale. It was last used as a passenger train station in 1960.

"Slated for demolition in 1965, this combination brick-and-stone building managed to escape that fate when the New York Central Railroad, the owner at the time, agreed to lease it to the Lake Shore Chapter of the National Railway Historical Society for a nominal fee. They would later be incorporated as the Lake Shore Railway Historical Society in 1967. When the yearly lease was substantially raised by subsequent owner Penn Central Corp., the Lake Shore Railway Historical Society purchased the building and surrounding property in 1978."

The Lake Shore Railway Station ornament is priced at \$13.95 in aluminum, \$17.95 in bronze and \$19.95 in pewter.

Via Ray L. Way, The Lake Shore Timetable

HELP WANTED- RAILROAD CANTEENS

21 year NRHS member seeks information on the role of railway canteens in supporting WWII mobilization and logistical efforts on the American home front. Many railroads provided space in passenger stations for volunteer service organizations to offer in-transit troops refreshments, magazines, and, in larger stations, rest facilities, during layovers or brief troop train stops. These canteens were typically under the general direction of the Red Cross, Salvation Army,

Traveler's Aid Society, or YMCA/YWCA. Captain Fischer requests assistance from those who worked in such canteens, former servicemen who utilized the facilities, or railroad workers or others who had some link to the canteens. A questionnaire will be sent to those responding. Contact William E. Fischer, Jr., Captain, USAF, PSC 450 Box 213, APO AP 96206-0213

RAILROAD BRICKS

The International Brick Collectors Association is seeking a source of New York Central bricks. Measuring 2 1/4 x 4 1/4 x 9 with raised oval logo and corner lugs, the bricks are red. These bricks were used as decorative accent on early depots, possibly platform construction. Write on these and other railroad bricks to Phil Deckenbach, 2564 Beaufort Ave., Toledo, OH 43613 or call (419) 292-0220.

Via The Gateway Railletter

STEVE LEE: UP STEAM TO CONTINUE

Union Pacific's Manager of Locomotive Operating Practices, and the man most responsible for the railroad's outstanding program of steam powered excursions and exhibition runs, Steve Lee, took time out from his busy schedule to appear as the guest speaker at the annual Fall Banquet of the Cincinnati Railroad Club on Saturday, November 11th at the Quality Inn, Covington KY.

Steve presented a slide program showing various UP steam train operations around the system, coupled with verbal commentaries and anecdotes. He confirmed that the 4-8-4 #844 will be active over the system next



year with a pair of excursions out of the former Northwestern Terminal in Chicago. The Challenger #3985 is in the shop at Cheyenne. Steve's presentation emphasized that the UP's steam program is geared to the company's needs and not just to running public excursions, as was Norfolk Southern's.

One is tempted to conclude from Steve's experiences that, had the NS program been more responsive to the mood of the Board of Directors as well as to the regional managers, it might still be running.

Via Ties & Tracks

Ed: The merger of the UP and the SP may mean that the Cotton Belt crew may find a place to run their locomotive.

CHICAGO EXPANSION

In an effort to increase its intermodal handling capacity in the Chicago region, NS recently announced an \$80 million program to transform its Calumet Yard into a new intermodal facility. Calumet Yard, which is located at 103rd St. and Stony Island Avenue, is a flat switching yard which is used as a classification and dispatchment point for local and interchange traffic in the Chicago region. A large majority of the traffic handled at the yard is to and from Ford Motor's Chicago facility. Right now, only half of Calumet Yard is being utilized for classification work. This project is necessary due to the opening of Hanjin's new Chicago facility, which is located at NS's Landers yard. The opening of this facility has created a shortage of space to handle NS's other intermodal traffic at Chicago.

Calumet Yard consists of 145 acres compared to Landers Yard of 95 acres. As part of the project, NS will convert two existing rail yards

CONRAIL TAKES DELIVERY OF THE FIRST OF 28 NEW AC LOCOMOTIVES

The 5,000 horsepower EMD units are the most powerful in U.S.

On Wednesday, December 6, Conrail said it will roll out the first of 28 new 5,000 horsepower locomotives, bearing the new Conrail markings, in a ceremony at its Juniata Locomotive Shop in Altoona, Pennsylvania. The units are being built by General Motors Electro-Motive Division (EMD) in London, Ontario. These new SD80MAC locomotives are the most powerful in rail freight service in America today; two of these units will replace as many as four existing locomotives.

These new locomotives will greatly enhance Conrail's ability to operate its locomotive fleet more efficiently because, in addition to the higher horsepower, the units take advantage of extended maintenance cycles. Other qualities of the SD80MAC's include greatly improved track adhesion, fuel economy and control of exhaust emissions.

Because of the dramatic increase in locomotive pulling power, the AC, or alternating-current, technology is the largest locomotive productivity improvement since railroads changed from steam to diesel engines in the 1950's. The new locomotive transfers more power from their engines to the traction motors, the devices that actually turn the wheels, than the traditional DC, or direct-current, technology, which utilizes a complicated system of large "commutators" and brushes. In the AC system, the commutators and brushes have been replaced by micro-processor controlled semi-conductors.

The SD80MAC's feature EMD's innovative WhisperCab(R), developed in collaboration with Conrail. The cab sits on rubber "doughnuts" which separate it from the body of the engine, enhancing train crew comfort by reducing noise and vibration to a level found in luxury cars.

Conrail, with corporate headquarters in Philadelphia, operates a 11,700-mile rail freight network in 12 Northeastern and Midwestern states, the District of Columbia, and the Province of Quebec.

General Motors Electro-Motive Division, headquartered in LaGrange, Illinois, is one of the world's largest manufacturers of diesel-electric freight and passenger locomotives.

Via Conrail and the Internet

TRAVELERS' ADVISORY

Crescent: Amtrak Intercity added a fourth Atlanta-New Orleans frequency (New York-Atlanta being daily already) November 18, allowing more weekend travel to/from New Orleans. Now, Atlanta departures are Sunday, Wednesday, Friday, Saturday; New Orleans departures are Sunday, Monday, Thursday, Saturday. The new trip (Saturday from Atlanta, Sunday from New Orleans) does not have the upgraded first-class and dining service the other three trips got October 29, but rather the downgraded amenities on the trains that run New York-Atlanta only.

Michigan: Amtrak Intercity kept the Chicago-Toronto *International* daily for now. Food service was retained, and the train was re-equipped with former Santa Fe Hi-Level cars.

Coast Starlight: Will run only five days a week, January 9-March 13. Southbound, won't depart Seattle Tuesday-Wednesday; northbound won't depart Los Angeles Sunday-Monday; breaking one connection a week from the *Sunset Limited* at Los Angeles and to/from the *Empire Builder* at Portland. It retains all three weekly connections to the *Sunset Limited*.

Florida: Amtrak put off indefinitely plans, strongly protected by NARP, to end service at Hollywood.

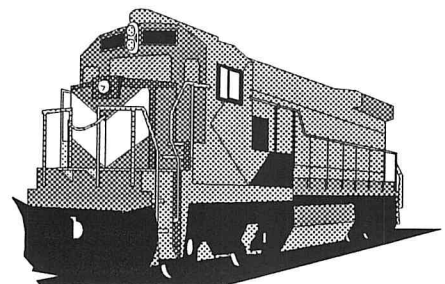
Via National Association of Railroad Passengers

that are currently used as storage into switching yards. Those yards are its Burnham Yard at 138th and Burnham Avenue in Burnham and its Osborn yard in Hammond, Indiana. The railroad will move switching work currently done at the Calumet Yard to the Burnham and Osborn Yards. Some of the Calumet Yard's 450 employees will be moved to the new switching yards. About 200 new jobs will be

created at Calumet Yard once the facility, which is in its early construction stage, is opened. Currently, NS operates between 30-40 trains daily in and out of Chicago.

Via The Mainline, Cleveland, Ohio

Ed: All of Calumet yard is used. Vacant land does exist and the west 1/2 of the yard will be the new intermodal yard. The Triple Crown facility will be moved to the Hammond area.



ILLINOIS CENTRAL OFFERS TO PURCHASE SP TRACK

Illinois Central Railroad Co., in a bid to ease customer's concerns that a Southern Pacific-Union Pacific merger would reduce competition, offered to buy approximately 1,800 miles of SP routes.

Illinois Central said its customers in Texas and Louisiana believe an agreement by UP, SP and Burlington Northern Santa Fe that is meant to preserve post-merger competition does not adequately maintain shippers' options in Texas Gulf markets.

The deal would let BNSF serve every point where the merger would reduce shippers' routing choices from two carriers to one.

"Illinois Central is advancing this proposal as an alternative for shippers if UP's agreement with BNSF is not sufficient to satisfy anti-competitive issues in this geographic area," said E. Hunter Harrison, Illinois Central's present and chief executive.

Illinois Central disclosed its intentions in a filing at the Interstate Commerce Commission, which will begin the review of the UP-SP proposal. If approved, the merger would create the largest railroad in North America

Congress is debating the form of the ICC's successor agency, which would take over the review process next year.

Illinois Central's offer covers SP main lines between New Orleans and Houston; Houston and Brownsville, Texas, and Memphis, Dallas and Houston, as well as key branch lines. No price was disclosed.

Since the \$5.4 billion merger plan was announced three months ago, UP has said those SP lines were not for sale because they were an important part of the post-merger system.

A UP spokesman, making it clear that the company's position has not changed, said, "We believe the BNSF agreement adequately addresses all of those competitive issues in Texas and Louisiana."

UP and SP say there is strong support for their proposal, citing 1,200 statements of support from customers, and formal backing of their plan from governors and other public officials.

Chicago-based Illinois Central said its move should not be construed as a sign of opposition to the merger.

"We are deregulation advocates," Mr. Harrison told securities analysts. "We are not against mergers. We have been having a dialogue with Union Pacific to preserve routings for our shippers. UP says they agree with us in principle. At the same time, we are filing our notice of a responsive application (at the ICC), which gets our name in the hat."



Though Illinois Central will not oppose the merger, others with similar concerns about post-merger competition have joined a coalition to oppose the transaction. So far, the coalition has fewer than 10 supporters.

Conrail has been trying to drum up support for its own plan, which mirrors Illinois Central's proposal and adds lines west of Houston to El Paso. Kansas City Southern Railway has been a vocal critic of the merger plan since that company lost out to BNSF in negotiations with UP.

Over the past few weeks, Illinois Central polled its shippers of grain, steel, paper, chemicals and intermodal traffic to get their views on the mergers effects on competition.

The carrier's plans were contained in a notice of its intention to file a response to the merger proposal after the formal UP-SP application is submitted to the ICC. That application is expected to be filed before Dec. 1.

Illinois Central proposed that if it cannot purchase the lines it wants, it should be given trackage rights. Union Pacific would be given rights to use the lines if they were to be sold in order to address that company's concerns about line capacity, according to Illinois Central's proposal.

Journal of Commerce 11/16/95

THE IDAHO CONNECTION

*By member Mike Vice, E-mail
mjvice@ccmail.monsanto.com*

Greetings chapter members! It has been too long since my last correspondence. Many of you may not know or remember me, but I've been a member since 1989 and moved to Idaho in August of 1992. I was not much of an active member because of always living 40 or more miles from Danville. However, I have always enjoyed reading the Flyer.

Anyway, as a member, I would still like to contribute by submitting articles on occasion. Since I live along UP's Pocatello Subdivision of the Green River Division, I would like to share some of my recent observations of the UP. For background information, the Pocatello Sub is the first subdivision encountered by westbound trains taking the northwesterly route at Granger, WY for the haul to Portland and Seattle. Because of this very important route for the UP, there is an abundance of double stack, intermodal, vehicles, lumber from the northwest, produce, and a great many manifest

trains. With all of this traffic, it is very rare to see any 4 axle units, except for two GP38-2Ls and two SW1500s on duty at the Pocatello (SE Idaho) yard.

So, let's see what difference there is between what many of you may see along the Chicago Sub or other locations verses my location some 1500 miles away. The following write-up is an eye witness account of actual trains that I have seen during the past 2-3 months. With work getting in the way of having fun and night fall hiding the great giants, one can only wonder what goes rolling by when we are not at the tracks. Between week-end rail fanning and the hour or so of day light on my ride home from work, I'm probably only seeing 2-3% of all the trains in a given week. Ouch!

As was probably evident sooner in your area, within a week or two after the acquisition of the CNW many of these units began showing on the UP. The K-Line stack train, which I am told runs from Chicago to Seattle and back, is now predominately and sometimes all CNW power. The lash ups are unpredictable, but the 3-4 units are always the 6-axle C/CW40s, CW44s, and/or SD50s/60s/70s. This is the only train that I have seen with a solid CNW consist. Of the 15-20 trains during daylight hours, at least 1/3 or more have had some kind of CNW unit lashed in. After the so called acquisition, CNW units have also been on the point. Especially evident is the 5-chimed horns of the CW44s (all other UP and CNW units are the standard 3-chime). The UP seems so desperate for power that they even put CNWs new CW44s on locals and branch line trains, a practice considered unlawful by the Santa Fe.

Other power that I have seen has been such a mix in the past few months. I will list a few of the specifics, but other power on the Pocatello Sub has been the SP (mostly tunnel motors), CSX

SD40-2s, Santa Fe SD45s, SD45-2s, and SD40-2s, Conrail CW40s and SD60s, as well as the GE C30-7 Conrail lease units numbered in the 500 series with "CR" stenciled under the windows, a mix of Norfolk Southern units, only a few of the Soo/CP units, and one CN unit parked on a dead track near the fuel docks in Pocatello. Now for the specifics for those of you who are hunger for more.

- On 9/23, CP Rail SD40-2 6007 and Soo SD60 6043 were sandwiched between a pair of UP SD40-2s on the (OBAGR-Optional, Barnes Yard, OR to Green River) eastbound empty soda ash train. On the next day, 9/24, the loaded OGRBA (westbound) had SP SD40-2R 8613 as the 2nd of 4 units.

- On 10/9, the local LUM44 (eastbound Pocatello to Montpelier), with service at a cement plant, grain elevators, Monsanto's phosphorous plant, and NuWest's fertilizer plant, had a trio of SD40-2s being UP 3633, SP 7304, and UP 3347.

- On 10/13, an eastbound manifest consisted of UP SD40-2s on each end of red and white Soo SD40 753. The same day another eastbound manifest was lead by UP SD40-2 3338 with assistance from Conrail Quality SD60M 5583.

- On 10/14, a westbound Z train (hot intermodal) was lead by UP 3194 with a primer gray ex-CSX with the "CSX" and original # sanded off and a 9420 stenciled under the windows. The fuel tank was still in the CSX blue and it appeared to be a SD45-2.

- On 10/16, the westbound vehicle train, VNPSE, had UP 3666, CNW CW44-9 8683, and CR C30-7 519. **The Conrail originally leased about 28 of the C30-7s from GE. James Kerr's 94/95 roster book lists units 504-564 with several exceptions foot noted. On 10/19, #500 was spotted.

- On 10/17, an eastbound manifest

had 4 units with the inner 2 being a CNW SD40-2 and a SP SD40-2.

- On 10/18, the eastbound produce train, HKNPP (Hinkle Yard, OR to North Platte, Produce), had a CNW CW44-9 between two UP SD40-2s.

- On 10/19, the westbound coal train from the Powder River Basin to Portland General Electric had CR C30-7 500 as it's 4th unit.

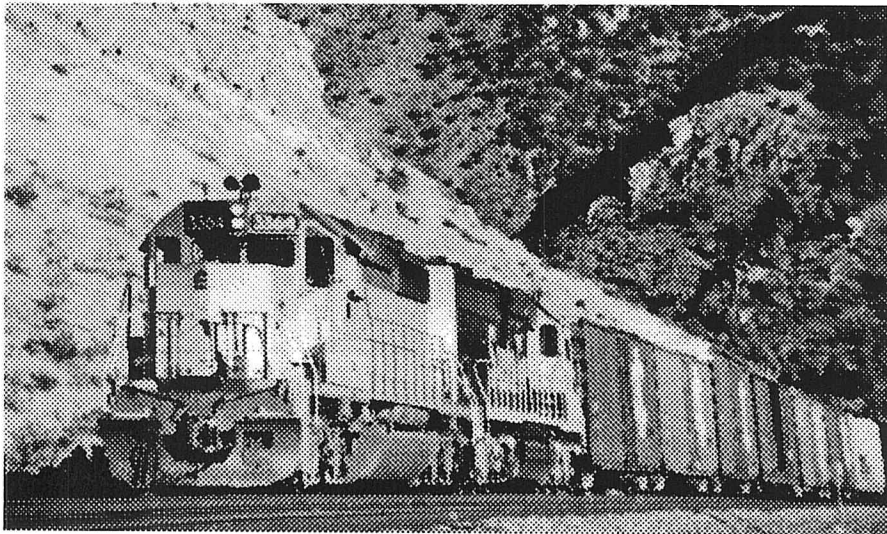
- On 10/21, a westbound grain had CR C30-7 505 lashed in between two UP units at the Pocatello Yard. Also at the yard, the SECSZ (Seattle to Canal Street Z train) was departing with 6 units.

These were UP, UP, SP SD40-2R 8584, MPI 9014, UP, and CR C30-7 549. At the fuel docks, the eastbound "apple sauce" (APL stacks) had MPI 9016 as the 2nd of three units.

- On 10/23, a westbound grain was lead by UP SD60M 6117 with a CNW C40-8, a UP SD40-2, and BN SD42L 7133 assisting. The same day, the westbound local LUM51 had UP SD40-2 3751 and SP SD40T-2 8251.

- On 10/28, a westbound grain at the Pocatello Yard had Santa Fe SD45 5437 in the consist. The SF purchased only a few of the 5430 series in 1982. These have 3500 hp instead of the usual 3600 hp. Surprisingly, this blue and yellow beauty was not tarnished with the MKM stencil that is appearing on other SF units. At the fuel docks was CNW CW44AC 8805, in Operation Lifesaver scheme, lashed in on an eastbound Z train.

Later the same day, I caught eastbound manifest SENP with CNW CW44-9 8649 on the point and UP C30-7 2483 assisting. A westbound grain had UP CW41-8 9512 leading with CR C30-7 519 and a CNW CW44-9. The eastbound local, LUM50, had 5 units with SP SD40-2 7367 as the 4th. Later, a 7 unit



UP 3364 leads a Santa Fe unit westbound at milepost 180 near Lava Hot Springs, Idaho on Sept 16, 1995. Photo by Mike Vice

eastbound Z train had UP SD60Ms, a C36-7, a SD50, a CSX SD40-2 as the 6th unit, and a UP SD40-2. This was followed by the eastbound Maersk stack train which had a trio of UP C30-7s that looked rather nice.

- On 10/30, the westbound coal train broke a coupler knuckle in Soda Springs (town where I work) so I was able to shoot some of the 7 units. It had UP SD60M 6344 on the point with CNW SD40-2 6905, 3 other UP GMs, BN GP39M 2818, and UP CW44-9 9724.

- On 11/1, An eastbound grain had GM Demo GP38-2 818 between two UP units. Also, an eastbound Z train had an MPI and SP between two UP units.

- On 11/3, I caught a nice surprise when I saw a westbound grain on a siding with SP Kodachrome SD40-2 7357 behind UP SD40-2 3485. After it's departure, another westbound grain followed with a 6 unit consist of UP SD40-2, C30-7, C36-7 CR C30-7s 517 & 556, and another UP SD40-2.

- On 11/10, a westbound grain had in its lash-up UP CW41-8 9478, CW44-9 9709, and Santa Fe SD45-2 5838.

- On 11/13, an eastbound manifest had in its' lash-up NS CW44-9 8803. Also spotted was GECX 3007 on the local LUM44 that services the Dry Valley branch (Monsanto and other sites).

- On 11/17, the eastbound produce HKNPP2 had UP C40-8 9096 & C40-8 9046 with CSX SD40-2 8082. In the Pocatello Yard at the engine shop was SP SD45T-2 9239, and on the following day it was lashed in with the eastbound produce.

- On 11/18, SP SD40T-2 8348 was assisting on an eastbound manifest. MPI 9004 was 1 of 3 units on the eastbound "apple sauce", APSENP (ALP stacks from Seattle to North Platte). A big surprise was seeing CN SD40 5224 on the dead track near the fuel docks at the yard. You may recall that this unit was listed on page 7 of the November "Flyer" as being one of the 20 units delivered to Superior, WI.

- On 11/21, NS U23B 3911 was the 2nd of two units on an eastbound manifest.

- On 11/25, the eastbound produce HKNPP had NS B23-7 3995 as the third unit in the consist.

- On 11/29, an eastbound with empty autoracks, boxes, and empty spines had UP 3698, CSX SD40-2 8443, and UP C36-7 9000. It was put on a siding in Bancroft (between work & my home) to be passed by an eastbound hotshot with APL and Hapaq Lloyd stacks and spines powered by a CNW CW44-9 and a UP SD60M.

- On 12/1, an eastbound manifest had UP SD40-2 3213, Morrison Knudsen SD45 9033, and NS U23B 3947. A westbound Z train had UP SD60M 6215 and Soo (White & Red) SD60 6022.

- On 12/2, the westbound "apple sauce" APNPSE had a trio of SD40-2s 3625, 3694, & 3145 with CSX SD50 8605.

- On 12/3, the westbound soda ash, OGRBA, had UP C40-8, CNW 8692 CW44-9, and CR CW40-8 758. It met the eastbound local, LUM50, in McCammon which had UP SD40-2 3615, CR CW40-8 751, UP SD40-2 3447, and CNW SD40-2s 6850, and 6934 (an Operation Lifesaver unit).

The CR 700 series were first leased to the Conrail over 1-year ago by GE and wore only the letters "LMS". Now, however, these units are appearing with the "Conrail Quality" insignia. Later in the day I caught a meet with a westbound mixed stack train, lead by CNW CW44-9 8606 with UP SD40-2 3973 assisting, and an east bound manifest of mostly boxes and lumber cars. The eastbound was all UP power with SD40-2 3712, and SD50s 5002 & 5063. The manifest did have a few new, light gray, center flow hoppers with FPAX for reporting marks. Since I have down loaded

Dan Dawdy's list of AAR Marks from his Cyberspace World Railroad, I was able to determine that this car belongs to FORMOSA PLASTIC CORPORATION. A Sandersville RR, "The Kaolin Road," 50' FMC box on this train had a new stencil with ALAB, which checking on my list is

for the ALABAMA RAILROAD COMPANY, INC. The list does come in handy at times, and I hope to have a few copies sent to the chapter soon. For anyone with access to the Internet, you can go ahead and download your own copy, but it is in a text only format that comes up in a bit of a mess. What I have done is transferred the text to a Word Perfect file and have been working diligently on getting everything to line-up nice. Enough said!

The above should be a good smattering of what I've been seeing here in Idaho. I don't always get the unit numbers written or photographed, so this write-up would have been more extensive. Also, the amount of CNW power has been more than noted, but I usually don't bother with CNW or UP as they are both just more yellow.

All of you are very fortunate to have variety, because if you were locked in the land of yellow like myself then you would understand my aversion. My real love is the Santa Fe and then just about everything else. Winter is finally upon us, and as I stated in the past, I would be more than happy to send any UP slides with snow and mountain backdrops as long as some nice midwest shots of roads other than UP are sent my way.

Please feel free to drop me a line, and keep those cameras clicking.

CONRAIL COLUMBUS- CINCINNATI LINE FUTURE?

Following Conrail's announcements regarding the potential for future line divestitures, there has been much speculation that NS might buy Conrail's Columbus-Cincinnati route. Although NS currently enjoys haulage rights for automotive

INTERMODAL SERVICE GROWS BETWEEN U.S. AND MEXICO

Union Pacific Railroad and Norfolk Southern Railway are expanding an intermodal product, known as Passport service, between the United States and Mexico. The service, inaugurated in October 1994, connects 31 cities in the United States with 16 locations in Mexico.

UP, based in Omaha, Nebraska, handles the service west of rail gateways at Memphis and St. Louis. Norfolk Southern, of Norfolk, Virginia, will handle the eastern portion. The service is offered in conjunction with TransMex/USA, an international intermodal-marketing company. TransMex arranges and manages contract motor-carrier moves in Mexico after a rail interchange at Laredo, Texas.

On UP, Passport service is offered at Chicago, St. Louis, Memphis, New Orleans, Houston, Dallas, Kansas City, Denver, Portland, Oregon and Seattle. The service is offered throughout the NS network of 21 intermodal terminals that stretches from Buffalo, New York to Miami and includes major markets such as Atlanta and Charlotte, North Carolina.

Journal of Commerce 11/1/95

and intermodal traffic on this line, Conrail is probably in no hurry to give up ownership. This is due to the GM light-truck plant at Moraine, Ohio, a major revenue source for Conrail.

However, NS is currently seeking to modify the haulage agreement to allow the movement of carload traffic. This would enable NS to move Bellevue-Chattanooga manifests #179/#180 off their circuitous route between Columbus and Cincinnati via Portsmouth. At present, NS operates one pair of trains over Conrail's Cincinnati line: #108 (Atlanta-Cleveland) and counterparts #107/#109 (Columbus-Cincinnati).

If NS were to buy the line at a future date, Conrail's Sharon Yard could provide welcome relief to NS's cramped Gest Street Yard and intermodal terminal in Cincinnati. However, since Sharon is located just north of the crossing between the Conrail main and NS's New Castle District main to Fort Wayne, a new connection would be needed to avoid reverse movements into the yard.

Via Dayton Ties and Tracks

AMTRAK MAY BE ACCESSED ON INTERNET

Amtrak now maintains a home page, or rather several pages, on the Internet, which show schedules and other current information. The World Wide Web address is <http://www.amtrak.com>. VIA Rail Canada's access is <http://www.via.ca>.

OTHER CONRAIL NEWS

via Philadelphia Chapter Cinders

Conrail will abolish the Harrisburg Division, phasing it out over the next several months. Part of its territory will be absorbed by the Philadelphia Division, part by the Pittsburgh and Albany Divisions. Many Harrisburg employees will be transferred to other division offices. It is thought that this is the first step toward consolidating the present six divisions into three regions.

Congressman Bud Shuster of Pennsylvania, who serves as chairman of the House Transportation & Infrastructure Committee, has added a provision to the bill abolishing the Interstate Commerce Commission as of January 1, 1996. Shuster's amendment would forbid Conrail from selling either its Juniata locomotive shop or Samuel Rea carshop without union approval. Greenbrier, a West Coast carbuilder, had announced that it was negotiating with Conrail to assume a management role at the Sam Rea shop in Hollidaysburg.

From January to early November, Conrail retired a total of 200 locomotives, while taking delivery of 74 new SD601 units from EMD. This cut its roster from 2,230 in February to 2,039 in mid-November. Units retired included six C30-7's (the first new units ordered by CR., in 1977), 44 GP10 rebuilds, one GP30, seven GP35's, 28 GP40's, one GP40-2, 19 MT4 slugs, 15 SD40's, 48 SW1200's, 15 SW9's, 12 SW900's and three U23C's. Though some units will gain a second life through sale to shortlines, this wipes the CR. roster clean of all C30-7's, GP30's, GP35's, GP40's, SW1200's, and SW9's. Two retired units, GP35 #2357 and SW1200 #9369, soldier on in Conrail paint in a CR. training program run by the Academy of Industrial Training at Lester, Pa.

UP FILES MERGER APPLICATION

On December 1, 1995, the Union Pacific filed their official merger application to consolidate with the Southern Pacific. The 35-pound, 8,199 page document, details the proposed consolidation. The combined company would employ almost 46,000 people and operate 31,000 track miles. For more than 5,500 present UP or SP employees, the merger would represent either

loss or transfer of jobs. That figure represents 12% of the combined work force. A regulatory decision is expected from the Federal government in early August 1996.

Via UP Info

UP SERVICE DELAYS ON METRA

In the month of October the on-time performance by the Union Pacific on former C&NW line dropped below 90 percent. Metra demanded improvement and a meeting was held between the two rail systems. As a result, several changes were made.

Under a November 21 agreement the railroad (UP) will:

1. Not allow any freight to leave from Clinton, IA unless it can arrive in Provisio by 4 PM. If it cannot make the terminal it will be held at Geneva until the rush is over.
2. All dispatchers who handle Metra trains will be former C&NW dispatchers who know the territory. (The dispatching was moved to Omaha and other dispatchers placed on unfamiliar territory).
3. Realign dispatching duties so only one person will be solely responsible for trains on the West line.
4. No longer "pack freights onto the West Line".
5. Give top priority to commuter train staffing.

The UP has made a commitment to Metra to return to the service levels of the former C&NW system. Metra is not the only "customer" to suffer. On November 6 the UP sent a letter to customers stating they were taking steps to alleviate the problem of delays in shipments. Business has grown since the merger and the "merger pains" have taken their toll.

The UP has leased 137 units and are adding 120 new units to the roster by February. 860 new crew members have been added since Jan 1, 1995.

CHAPTER EXTRA NEWS

Three items of important interest. First, Doug has upgraded our home page on internet. We now have information about the depot, cabooses and membership. A photo of a CP Rail train at the depot is featured. See the address on page one to view our home page.

Second, word has come from the Palmer American National Bank that beginning in March they will charge for the meeting room. Cost will be \$15 per hour or \$30 per meeting. Beginning in February we will meet at Cooke Business Forms office on North Vermilion Street in Danville. John and Allen Cooke have been gracious enough to allow us to meet in the downstairs room beginning on February 16. Cooke Business Forms is located across the street from Wendy's and the Palmer American Bank and next door to the Central Illinois Bank.

Finally, the renewal notices for 1996 NRHS dues have arrived and mailed to members. We appreciate the fact that many members that sent in their renewal payment without waiting for a notice. This saved postage and your membership cards will be sent with this issue.

We also appreciate the renewals sent so far for Museum dues. Next month we will be sending reminders to all members as the March issue of the FLYER will be your last for 1996.

We look forward to you joining us for another great year.