

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$10.00 for Chapter membership in addition to \$14.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July and August) at the Palmer American National Bank, corner of Vermilion and Main St., downtown Danville, Il. Meetings begin at 7:30 PM Central Time.

OFFICERS FOR 1992

Our 24th Year

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

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COMING EVENTS

September 17, 1992

Regular monthly meeting at new location, **PALMER AMERICAN NATIONAL BANK, DANVILLE, IL**, idowntown, beginning at 7:30 PM.

August 15 & 16, 1992

Caboose trains and Wabash Historical Society meeting at Monticello, IL. Trip on MRM to dedicate the Wabash F-7A #1189 that is being restored by the museum. Contact R. Rippey, 50 Circle Dr, Monticello 61856.

August 20, 1992

Instead of a meeting we will have an operating session at the model lay-

out in Rossville. Bring your motive power (with kadee couplers) and operate, starts at 6:30 PM.

August 22 & 23, 1992

Second Annual Decatur Train Fair at the Decatur Civic Center in downtown Decatur, Il. 11-6 and 10-5.

Sept. 19 & 20, 1992

Railroad Days at Monticello Railroad Museum.

November 21 & 22, 1992

Model Railroad Show and Swap Meet at Westville High School. Mark your calendar now.

CANCELLED: EJ&E Fan trip.

NEXT MEETING

As most of you know, we do not have meetings in July and August. Due to vacations we find that attendance is usually light (we hope many of you are taking rail trips). However, we do publish one issue during the summer months and this is the one. We will resume meetings in September at the bank.

We welcome additional members into the Chapter and the museum. **Richard E. Harris** of 2015 Batestown Rd., Danville is a retired locomotive engineer. Richard rode the 611 trip and is also a member of the C&E HS. From Texas we welcome **Tom Ingalsbe** of P O Box 227, Manor, Tx. Tom is a longtime friend to

many of us. He and his brother Gary were the helpers at many model railroad shows with their grandfather, and former member, Don Redman. We were glad to see Tom back in the area and know that Don would be proud to know that he belongs to the group. A member that has come back is **Fred L. Hubbard**, Box 434, Catlin, IL. Fred is a local attorney and was a member several years back. He models narrow gauge and is a member of the Danville Municipal Band and should be interested in the following notes.

Very seldom do we purchase items for the museum. We have done very well with donations of railroad items but sometimes one comes along that a change must be made.

Recently we had a chance to purchase a base drum. What you say! Yes, but this one is special. It's from the C&EI Flyer Band that was sponsored by the C&EI from the early 1920's to 1940 when the present municipal band was formed. The drum is decorated on both sides with the name of the band in C&EI blue and orange. We could not let it get out of the Danville area.

NORTH YARD INTERLOCKING

1873 to 1992

On July 13, 1992 a friend died. Not in the sense of the word as we know a human to die, but the life of North Yard that I knew for many years was gone.

The manned interlocking of North Yard began when the Chicago Danville and Vincennes Railroad, and its successor the C&EI, arrived in Danville and crossed the Wabash Railroad. The first protection was a simple flagman at the crossing. Soon a ball target was installed which lasted until 1926 when the existing building was built and semaphore signals installed to protect

the crossing. In 1946, after a wreck at Danville Junction, the electric interlocking we know today was installed.

For all of those years flagmen, and later operators, manned the interlocking for 24 hours a day seven days a week. On Monday July 13 (a fitting date) the interlocking died when the wires were cut and the signals went to red.

Understand now that the interlocking will continue, and a man will operate it as in years past. However, this man will be in Jacksonville, Florida and connected to Danville by only a few wires and a monitor.

I first went to North Yard in 1966. I had met my friend Bob Barker at Hoopston a few months before. He became the swing operator at North yard and ask me to stop by. I had seen the building several times while watching the passenger trains at the depot just to the south. What a thrill to finally enter and see what made the junction work.

That visit would be the start of many to follow. I met many friends there, "Frosty" the day operator, Bernice Schramm, Bob Banks and many more. Bob always welcomed me as well as other railfans providing the area was clear. The memories are many.

The early visits were special because the telegraph key was still in use. The C&EI was still running and Bob would send the consist of the trains to "XN" via the "key". I was always amazed how fast the operator could send. Somewhere I have a recording of Bob on the key sending the consist.



I remember one time on a hot afternoon we were standing outside watching Bob Shanks leave with the yard engine and a cut on the Wabash. Bob and the other switchman were on the rear platform of

the caboose and moved past us toward the Wabash mainline on a transfer track in very poor condition. We watched as they passed over the switch west of the mainline. As we talked we heard a loud noise and turned to watch the men jump as boxcar after boxcar rolled over on their side in a cloud of dust.

I remember the night Steve Ridge, then an operator at Tilton, called about 10:30 and ask if I was going to North Yard. I said yes and he told me that they could not reach them by phone and the lines to Peru were out. I left about 10:50 and found as I rounded the curve on Norman Street that I was looking at a pile of coal. I parked the car and walked toward the building, there was coal everywhere. A northbound coal train on the L&N had rolled over 30 plus cars from Bowman Avenue to Voorhees Street with one car lying against the building and on top of a Corvette and a VW.

I remember the last run of the - *Georgian* by the tower and "Frosty" hooping the last orders. When Amtrak took control we rode the last passenger train past the tower. I watched the C&EI E units leave Danville for the last time. The RDC car on the Westville line left us at Danville. The Villa Grove switcher used to arrive in the evening and I watched the last one. The Louisville and Nashville came and vanished. The Seaboard system did the same. Norfolk and Western was a name we never would have thought would ever be in Danville, and it is gone. I saw a C&EI passenger train come off the N&W in the winter from a detour via the Milwaukee between Terre Haute and Danville. I remember caboose rides from Danville to Tilton with Bob Shanks. I remember cab rides to Lauhoff and up the double to "RA" Junction. I remember the P&E trains calling for the junction before they left Hillery and taking 30 minutes to get to Danville Junction. There a lot of good memories about North Yard. It is a good

thing the walls can't talk.

I didn't go visit my friend on the 13th, nor on the 14th. I did go visit on the 19th just as the final changeover was being made. We took pictures of Bob, Doug, Allen and myself on the last day along with the interlocking machine.

On the 20th the cutover was complete. The signal construction engineer in charge turned the interlocking over to the dispatcher and a crew of 15 plus men went home, tired after 3 weeks of 16 hour days.

We all know that time changes and nothing can last forever. I have some great memories of North Yard. The same can be said for the C&E and the Wabash, they didn't last forever either. At the least the museum gained a part of North Yard. CSX Transportation has seen to it that we receive the interlocking machine. It will be placed next to the dispatchers desk, another piece of C & E I history.

Goodby old friend. For all of us that have called North Yard our visiting place we say Goodby.

CSX NEWS

Recently the trainmaster at Olney reported that the A&S was not pulling CSX trains into their yard upon arrival. It was taking from 3 to 6 hours before they could handle the trains due to congestion on the A&S. At one time the following trains were waiting on the mainline: Q684-01 in siding at Carbon, R553-04 to come engine lite and pick up and take to ESTL. Q371-03 on A&S connection, was to be handled about 0400 on July 5. Q556-03 RELO was at Black Lane (just short of A&S connection). Q564-04 will be behind Q556-03 about 0400. Q684-02 C/F 2315 at Evansville. Q373-04 will be called 0445 out of Washington.

Many of the railroads now using the A&S yard are having similar prob-

lems. Several trains wait on the Missouri side each day.

NORTH YARD is now history as a manned interlocking (see previous article). On July 13 the "plug" was pulled and all signals suspended between RA Junction and RB Junction. All trains were flagged across the interlockings and a switch tender was on duty 24 hours a day to operate the power switches to move trains. The move was expected to take 5 to 7 days to complete.

EUROPE TRAILS U.S. IN RAIL FREIGHT

Although European railroads are rightly praised for their passenger service, their freight operations lag far behind those of the United States, according to an official of United Parcel Service.

"No preeminent rail authority exists in Europe. Each country operates its own rail system with all the inherent bureaucratic problems. Most railroads are state-owned. They have little incentive to meet service schedules at economical rates. A lack of customer orientation is pervasive," said William M. Gorecki, a UPS vice president, whose comments were reported in the Washington Post.

As a result, only about 4 percent of all freight moves by rail in the European Community nations. In the U. S. about 37 percent of all freight moves by rail.

UPS is one of the largest users of rail freight service in the United States. It moves loaded trailers between major hubs on rail intermodal trains, with UPS drivers providing local and regional delivery. "We benefit from the railroad handling the longer-distance volume as the

most efficient and flexible way to move our packages between hubs," Mr. Gorecki said.

Not only that, he said, rail service is cheaper than all-truck operations and - in some corridors - is also faster.

UPS would like to operate in a similar manner as it expands its European operations. But, so far at least, the company has had to depend on air and highway movements in Europe.

Mr. Gorecki noted several problems with European rail service. Track gauges, the width between rails, are not standard between all EC countries. Neither is electric power supply. And rail equipment is not compatible between countries.

In the U.S., track and equipment were standardized in the 19th century. "The 19th century American railroad brought the revolutionary concept of a common carrier oblivious to distance and state boundaries. The railroad became an invention that required us to think and act nationally. In Europe, by contract, national politics driven by protectionist sentiments have contributed to the technical, financial and physical barriers created in the past," Mr. Gorecki said.

Via Rail News Update

KCS AGREES TO BUY LINE FROM SANTA FE

Kansas City Southern has signed an agreement to purchase portions of the Santa Fe's lines in the Dallas area, giving the railroad direct access to Dallas for the first time in its history.

Included in the sale are lines between Farmersville and Tennison, Zacha Junction and Dalton Junction and Santa Fe's intermodal facility at Zacha.

KCS President and CEO George W. Edwards said the purchase "is a good solution to the problems created by the Dallas Area Rapid Transit construction in the area," which has disrupted service along some rail lines.

Mr. Edwards said the purchase will also "allow the relocation of the KCS piggyback operation to a more competitive location in the Dallas area from its current site in Greenville, Texas." In all, KCS will acquire about 90 miles of line from Santa Fe.

Via Rail News Update

CP RAIL'S INTERMODAL SYSTEM TO EXPAND IN NORTHEAST U.S.

CP Rail is expanding its intermodal system to capture a larger share of the truck traffic to and from the northeastern U.S., says the Journal of Commerce. Building on the March opening of its new intermodal terminal at Albany, N.Y., the carrier will make improvements this summer to terminals serving New York, New Jersey and Pennsylvania. Work on the terminals is in addition to the \$22 million being spent on the Delaware & Hudson Railway, which was integrated into the CP Rail network in early 1991. The expansion brings to 13 the total number of CP Rail intermodal terminals in the U.S. Northeast and Midwest.

Via The Journal of Commerce



CP RAIL SYSTEM TO UPGRADE CHICAGO INTERMODAL YARDS

Focusing its attention as a north-south North American railroad, CP Rail System is eyeing rationalization of its intermodal facilities in Chicago as the linchpin of its operations.

"We are looking seriously at establishing a new intermodal terminal in Chicago in the near future," revealed Robert Ritchie, president of CP Rail system.

In an interview with the Journal of Commerce, Mr. Ritchie also commented on the Canadian Railway's response to the 1988 U.S.-Canada Free-Trade Agreement and on plans to kick off a coast-to-coast double-stack container service in Canada in the last quarter of this year.

CP Rail system currently has two intermodal yards several miles apart within close proximity of Chicago's O'Hare International airport.

One facility, at Bensenville, handles trailers and containers. The other, at Schiller Park, handles mainly containers.

In the current transportation environment in North America, Mr. Ritchie said CP Rail must pay close attention to system needs from both coasts.

Re-configuring freight car classification and rationalizing intermodal facilities in the Chicago area fall within this context. Mr. Ritchie, however, indicated that it is too early to make a decision on the future of the two existing Chicago yards.

On May 1, the marketing business units of the Montreal-based railway's U.S. and Canadian operations were integrated into CP Rail System.

Significantly, a new regional sales manager for eastern North America is being located in Chicago.

CP Rail's extensive trans-border network allows it to ship goods to Chicago either from New York or from Montreal, Canada's biggest container port.

With a view to capturing a larger slice of the Northeastern U.S. market dominated by truckers, CP Rail last month opened a new intermodal terminal at Albany, N.Y.

And in mid-March, CP Rail reopened the Oak Island terminal adjacent to the Port of New York and New Jersey.

Another intermodal terminal situated in the center of the Wilkes-Barre/Scranton section of northeast Pennsylvania is being upgraded this summer.

All told, there are 13 CP Rail intermodal terminals in the United States and 18 in Canada.

"The new opportunities are coming in 10-to-1 north-south vs. east-west." Mr. Ritchie said.

The trend, he said, is driven by costs, the population base and by growing trade across the 49th parallel that has accelerated under the U.S.-Canada free-trade pact.

Two-way U.S.-Canadian trade has climbed from \$130 billion in 1986 to \$170 billion in 1991.

About 30% of CP Rail's total staff of 27,400 is now located in the United States, compared with barely 1% five years ago. CP Rail has marketing and sales personnel today in 18 U.S. cities, compared with 10 in Canada.

Mr. Ritchie noted that traffic originating in the United States today accounts for 30% of CP Rail revenue, which totaled \$2.7 billion in 1991.

From his Montreal office, Mr. Ritchie oversees a network covering nearly 20,000 miles of track - the third-largest in North America after Burlington Northern Railroad and Union Pacific.

Thanks to acquisitions by parent Canadian Pacific Ltd. of Minneapolis-based Soo Line Corp. in the late 1980's and of Delaware & Hudson Railway last year, CP Rail's track reaches into some of the most populated markets of the U.S. Northeast and Midwest.

It also has struck strategic alliances with several U.S. railways, including Burlington Northern and Norfolk Southern, to offer shippers one-stop shopping. Asked if CP Rail would like to spread its wings farther south through additional acquisitions, Mr. Ritchie said, "Right now our priority is to manage as tightly as we can the property we have - our mission is to make profits."

Via The Journal of Commerce

INDEPENDENCE LIMITED '92

End of the Line in Danville

Early this year the Roanoke Chapter contacted Doug Nipper and ask if we would be interested in being the ticket agent for the Danville area for the Independence Limited '92 that was to run from Portsmouth, Ohio to St. Louis, Mo. We jumped at the chance to help a sister chapter and earn some funds for the museum at the same time.

The trip was to start on June 21 and end on June 24 at St. Louis. The train would spend the night in Danville. This was a first for Danville, having a steam engine spend the night here. The last time that happened was in the early 1950's when the area railroads were still running steam. We also had the advantage in selling tickets for a trip that originated here plus arrived from

Lafayette, Indiana.

Chapter Vice-President Doug Nipper took charge of the sales and coordination with the Roanoke Chapter. After several weeks of letter writing and phone calls the package arrived and we began the process of advertising. Rick Schroeder provided the public relation releases for the news media and we were off. The road was rocky along the way as the news media, in their usual fashion, got prices and phone numbers mixed up. As train time neared the sales became brisk, especially the Danville to Tolono segment. We had advertised the Lafayette to Danville segment and sales were good from that direction.

On Tuesday the 23rd the train was to arrive at Danville at 3:45 PM. During the past week the threat of a national rail strike loomed but it appeared that the trip would go on. We started selling tickets at the site of the former Wabash depot in Danville around 2 PM. By that time we had sold a total of 275 tickets on the Danville to Decatur segment with about 75 being sold between Lafayette and Danville.

The train arrived about 15 minutes early and began unloading passengers. Those that were riding through from Portsmouth were bused to the motel by the Roanoke Chapter. At 5 PM we closed up shop and went to Treasurer Allen Cooke's home to tally the ticket sales. We planned to meet with Roanoke Chapter people that evening to hand over the sales to date.

With the tally complete, Doug, Dave Sherrill and Rick met with Julian Sachs, Carol and Carl Jenson at the motel. We had a most enjoyable time talking with the Jensen's concerning the trip. Carol was pleased with the \$3000 plus in sales and stated that was one of the best on the trip to date. They were concerned with the possible strike and would have a meeting that night. We said our goodbys and Dave and

Rick set out to Tilton to record #611 at night.

The next morning we were at track side at 6:30 AM to sell additional tickets that Carol had given us. Sales were brisk until the Roanoke crew arrived at 7 AM to inform us that at 6:30 the trip had been canceled. As member Louis O'Brien's grandson put it, "what a bummer".

In the 25 years that the Roanoke Chapter has been running trips this is the first that has been cancelled by a strike in the middle of the run. Initially, no one knew what to do about refunds. The Roanoke Chapter was doing a fine job getting their 40 plus people informed to handle the train and the passengers that had been riding the entire trip. They sent two members to help us with crowds and instructions for refunds and we started refunding money to a long line of disappointed ticket holders. Much to the credit of the Roanoke Chapter they delivered a check to us for the total we had submitted in sales plus our commission check. This eased our cash flow. Doug, Dave and Allen set up shop in the back of Rick's truck and began the process of refunding ticket sales. At 10 AM we left for Allen's home and refunded the rest of the sales by check. All persons that purchased tickets through our chapter had their money by the next day.

This entire process could not have happened without the hard work of many chapter members. We want to thank Bill Darner, Dave Sherrill, Bob Gallippi, and Ken Strain for their help at the tailgate sales and refunds. We want to thank Larry Prosser, Bob McQuown and Jesse Bennett and anyone else that fielded phone calls from ad's. We especially want to thank Doug Nipper for heading the sales of the tickets and Allen Cooke (and family) for ticket sales and phone answering service. Both of them say they never want to sell tickets again (wait until next time). As your editor I took the responsibility of advertising and it

paid off with about 375 tickets sold by the chapter. When it was all over we had made over \$300 for the Chapter and the museum.

HAPPY BIRTHDAY TO THE CHICAGO

“L”

A piece of our urban landscape that novelist Nelson Algren called Chicago's "rust iron heart" turned 100 years old June 6, 1992.

To mark the centennial of the city's elevated train, or "L," the CTA had cut a birthday cake for passengers at its Quincy and Wells Street station Saturday, and there were free rides for passengers around the Loop on elevated cars decorated with gold lettering reading "South Side Rapid Transit" on Pullman-green car body and a red roof. Most people, even daily commuters, won't notice the anniversary. The "L" is much of city life, Chicagoans are scarcely aware of it.

Standing on a open platform exposed to winter's winds, awaiting a train that seems never to come, it's tempting to agree with architects and planners who periodically propose ripping down the "L" as an outdated eyesore.

But, before mentally consigning it to the scrap heap, take another look from a different perspective, suggests George Krambles, who has had a life-long love affair with the "L." "See the grace and architectural subtlety of the steel framing?" said Krambles, who retired as CTA's executive director a dozen years ago. "You can feel how proud her builders were to be able to put a railroad in the sky."

As a child, Krambles couldn't get his fill of toy trains and trolleys, a fascination that led him to study railroad engineering at the University of Illinois. He went to work for the elevated system in 1937, and rose

through the ranks to head its successor, the CTA. In retirement, he keeps a close watch on the "L."

The first "L" trains were pulled by steam locomotives, scaled-down versions of those used by ground-level railroads. Driving a noisy contraption belching smoke and steam above streets and alleys had its obvious drawbacks. So early on, "L" engineers started looking for an alternative. The steam engines pulled wooden coaches in 1897, and when the steam engines were retired shortly after, the coaches were refitted with electric motors which made them self-powered. Wooden coaches continued to operate on the "L" system for decades.

By World War I, the "L" companies started replacing wooden cars with safer steel cars. After World War II, the CTA turned 600 new state-of-the-art streetcars into "L" cars when the street car routes were abandoned. First put into service in 1954, some are still operating on the North Side lines.

In 1969, stainless-steel cars were purchased with air-conditioning, a feature welcomed by "L" riders.

The CTA recently ordered 256 cars that will go into service when the new Southwest Side "L" opens. Four test models are being run on older lines. This fleet of cars marks another milestone in the evolution of the "L" car, being equipped for one-man operation.

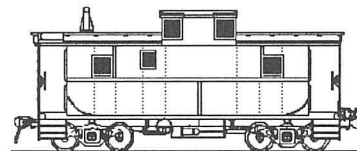
Via Ties & Tracks

WHEEL REPORT

CONRAIL At Conrail's annual shareholders meeting May 20 in Philadelphia, Chairman James A. Hagen spelled out the railroad's five-year strategic plan. The railroad aims to become the "carrier of choice" through quality service and customer satisfaction, achieving significant growth with \$1 billion of new revenue each year, reducing its

operating ratio to 80 percent by 1996 (from 85.9 Percent in 1991) and increasing return on funded assets to 11 percent (from 7.9 percent), thus covering the cost of capital. He said that the company expected a three to four-percent revenue growth this year.

TRAINS MAGAZINE J. David Ingles, longtime Trains Magazine staffer who succeeded the late David P. Morgan as editor in 1987, is stepping down from his post at the nation's top rail enthusiast publication. It is understood that he will remain in the management of parent Kalmbach Publishing Company.



THE SPRINGFIELD RELOCATION has begun, at least on the southwest side. WVP Corporation has been retained by Norfolk Southern to review the work being performed for the Department of Transportation and the Springfield Relocation Authority by a contractor. At the present time about 1 3/4 miles of roadbed is being graded and sub-ballast is being installed. The project begins at the NS tracks where they go under U.S. Route 36 on the west side of Springfield. The new alignment swings southeast and parallels the highway until it passes Veterans Parkway. At that point the Southern Pacific branch to the elevator west of town enters the NS mainline. They then run on one track to Hazeldell Road where the tracks will join the existing Southern Pacific line to St. Louis.

NS will be single track to near Hazeldell Road where a turnout will lead to a second track. The existing double track of the SP will be rebuilt with NS on the east side and the SP on the west side. There will be power crossovers at Hazeldell and

at Iles (present tower site) and the lines will then diverge. At the present time NS will control the entire alignment from Decatur. As you can guess, there is a disagreement between the SP and NS over this arrangement. The first section of trackwork was to be let on July 10, however, disagreement between IDOT and NS/SP over property rights has delayed the letting until August or later. The dirtwork should be completed by September 1 of this year. At the present time I am making visits to the site 2-3 days a week. The project is to take 3 years to complete.

A NEW LGB group has formed on the University of Illinois campus. However according to LGB authority Fred Schlipf the group is not interested in trains. They are lesbian, gay and bisexual students that have chosen the initials to represent their new organization. For you LGB fans be sure you tell people it stands for trains as far as you are concerned.

CHICAGO RAIL PROJECTS are part of the work my company is going after. We have submitted a cost for surveying the CTA at Wabash Street for a contractor that is bidding on the rehabilitation of the station at that location. If he is successful we will have one week of work downtown measuring all of the steel columns.

We are submitting for the Construction Management on the "wye" bridge replacement at Joliet between the Metra track and the SP/ATSF track. The third project that I am involved in preparing the proposal on is 6 ex-Rock Island bridges at 67th to 72nd street, just west of the Dan Ryan. Needless to say the neighborhood is not the best at this location.

The CTA "L" has turned 100 years old and the agency is now starting the construction phases to restore the "L" to the condition it was 100 years ago. We hope to be involved

in some of the projects with our Chicago office. Metra is still proceeding with the rehabilitation of the 40 plus bridges that are in desperate need of reconstruction. Many other bridges on the Metra system need work and this will occur over the next 5 years.

THE FREDSOC is the new organization for railfans interested in the history of flashing rear end devices. No Joke! the society publishes a quarterly newsletter about modern railroad telemetry transmissions. Send a large SASE to FREDSOC, 2212 Gideon Ave., Zion, IL 60099. *Via the Susquehannock*

THE LAFAYETTE, INDIANA RELOCATION is progressing with the recent letting of the relocation for CSX Transportation. Norfolk Southern plays a minor roll in Phase 4 with some track changes and about 300 feet of roadbed. CSX will finally get their new track and the trains will disappear from 5th Street.

Kewit-Western is the contractor and the work will commence in August. Most early work will involve building demolition and construction of a new interchange for a bridge crossing. I will represent NS about 1 day a week with additional time next year when track work begins. We may be retained by CSX for some of their work. The project is scheduled for 3 years with the NS portion starting in 1995 and completion in 1998.

NS GAINS THIRD STRAIGHT HARRIMAN GOLD

For the third year in a row, the Norfolk Southern Corporation has won the E.H. Harriman Memorial gold medal award for outstanding employee safety.

The second-place silver medal award went to CSX Transportation, while the National Railroad Passenger Corporation (Amtrak) took the third-

SOUTHERN PACIFIC LAYS GROUNDWORK TO BUY CHICAGO YARD

A Southern Pacific Transportation Co. subsidiary is in the process of gaining access to, and eventually may acquire, an intermodal rail yard in Chicago.

SPCSL Corp, has asked for Interstate Commerce Commission approval to lease the IMX Intermodal Yard facility in Chicago from Illinois Central Railroad Co. and its Chicago Intermodal Corp., unit. In a quick move the ICC gave approval for the lease which runs until March 1, 1993.

SPCSL is a common carrier subsidiary of Southern Pacific. It operates between East St. Louis, Ill., and Chicago over a line it acquired from the old Chicago, Missouri & Western Railway Co. in 1989.

The IMX yard consists of about 47 acres and has 20,220 feet of tracks and sidings. Four tracks are used for intermodal loading.

Illinois Central has been providing intermodal service to SPCSL at the IMX facility on a short-term basis while SPCSL decided where its Chicago intermodal facility should be located.

Now SPCSL wants ICC permission for the carrier to lease the IMX facility and eventually acquire it from Illinois Central without having a formal investigation into the transactions.

Terms of the proposed lease call for Illinois Central and SPCSL to jointly use the facility until March 1, 1993. On that date, Illinois Central will relocate its intermodal operations to a different spot. Terms of the agreement give SPCSL an option to purchase the yard on or before Dec. 31, 1995. *Via Traffic World*

STEAM

ATSF 3751 AND UP 3985

Plans are almost firm that both locomotives will be at Topeka, Kansas for the Labor Day weekend for the annual Railroad Days celebration. The Sante Fe 3751 is to depart San Bernardino on or about August 31 and arrive in Topeka on September 3. The Union Pacific #3985 will depart Cheyenne on August 7 and run to Texas and Arkansas arriving in Topeka on September 4.

Both engines are to depart Topeka on September 8 with the UP arriving in Cheyenne on the 10th and the Sante Fe engine will arrive in California on the 11th.

No firm date or schedule is available for the trip to the Clinchfield area by the Union Pacific #3985. It is still early and work is being done for the schedule. We will keep you posted on the schedule this fall and how close it will be to the Danville area.

Part via Dayton Ties and Tracks.

STEAM NEWS

THE OUTLOOK FOR THE 765: The ex-NKP 2-8-4 #765 is expected to run only two sets of excursions this year, first to the Paducah & Louisville RR for trips out of Paducah to Central City on September 19 and 20, sponsored by the Kentucky Railway Museum, and trips out of Louisville to Cecilia on September 26 and 27, sponsored by the Fort Wayne Railroad Historical Society. Later, there will be the New River trips out of Huntington WV on the second and third weekends in October.

All other trips planned on CSX tracks this year have been disapproved by CSX HQ, reported to be due to a new executive who does not smile on excursions, other than those which have a sort of long tradition behind them, like the New River Trips over the old C&O main

through West Virginia. On the other hand, CSX is quite willing to let #765 make non-revenue ferry moves over their tracks rather freely. The New River tickets are selling rapidly. Already, the first weekend is just about sold out. As for the W&LE trips, they are dead for this year, but a real possibility for 1993. The 4-8-4 #2100 will remain idle for 1992. *Via Ties & Tracks*

EX-ATSF 3751: Santa Fe announced June 17 that steam locomotive 3751 will run from Los Angeles to Chicago and return as part of an Employee Recognition Excursion Train. Cars will come from the railroad's passenger car fleet. The announcement goes on the state, "...if this trip is deemed a success by the employees, and the steam locomotive operates smoothly, it will enable us to plan for a system-wide Santa Fe 125th anniversary trip in 1993." Here's the schedule.

August 30 Los Angeles (Hobart Yard) to Needles

August 31 Needles to Belen NM

September 1 Belen NM to Amarillo TX

September 2 Amarillo TX to Wellington KS

September 3 Wellington KS to Kansas City KS

September 4 Kansas City KS to Topeka KS

September 5-7, on display at Topeka Railroad Days

September 8 Topeka KS to Fort Madison IA

September 9 Fort Madison IA to Chicago, IL

September 10 Chicago IL to Fort Madison IA

September 11 Fort Madison IA to Kansas City KS

September 12 Kansas City KS to Wellington KS

September 13 Wellington KS to Amarillo TX

September 14 Amarillo TX to Belen NM

September 15 Belen NM to Needles CA

September 16 Needles CA to Los Angeles CA

Via Flimsies

Continued from page 7



place bronze medal award. Both are also repeat winners.

These companies are among line-haul railroads classified in the awards competition as Group A. Their employees worked a total of 15 million employee-hours or more during the award year.

In Group B (4-15 million employee-hours), two Chicago-based railroads took first and second-place honors: The Chicago and NorthWestern Transportation Company won the gold medal award and the Illinois Central Railroad was the silver medal winner. The bronze medal went to the Denver and Rio Grande Western Railroad.

For a record 16th consecutive year, the Florida East Coast Railway Company took the gold medal award in Group C (fewer than 4 million employee-hours). The Mid-South Corporation won the silver medal, while the Lake Superior and Ishpeming Railroad Company took the bronze award for the second year in a row.

In Group ST (Switching and Terminal companies), the River Terminal Railway Co., won the gold medal, while the silver award went to the Belt Railway Company of Chicago, and the Philadelphia, Bethlehem and New England Railroad took the bronze.

Special Certificates of Commendation for improved safety performance were awarded to

Norfolk Southern and Kansas City Southern.

The annual rail employee safety awards were founded in 1913 by the late Mrs. Mary W. Harriman in memory of her husband, Edward H. Harriman, a pioneer in American railroading. For many years the program was sponsored by two sons, Mr. E. Roland Harriman and the Honorable W. Averell Harriman, both now deceased. The awards are now administered under the auspices of the E. H. Harriman Memorial Awards Institute, with support from the Mary W. Harriman Foundation.

Winners are chosen by a committee of individuals prominent in transportation. Awards are based on casualty rates per 200,000 employee-hours worked - a formula that considers the volume of work performed, as well as the number of fatalities, injuries and occupational illnesses reported to the Federal Railroad Administration. *Via Rail News Update*

AMTRAK

Amtrak chief operating officer Dennis Sullivan recently informed the National Association of Railroad Passengers that Chicago-Florida service could be built into a break-even train over time but would lose money at the start. It would require five sets of equipment-which Amtrak does not have-and cost \$150 to \$175 million.



Sullivan says that if HR #4414, the Ampenny Bill, passes "We'd be in the ball game." About Florida, Sullivan says that Amtrak is excited about the possibility of returning to Jacksonville's historic railroad station. Although it has problems, including backup moves, it could make a good intermodal terminal. Rolling stock: Superliner sleepers will begin arriving in June, 1993.

Coaches will arrive between March and December of 1995. Amtrak also wants to exercise the option-good through this November-for 39 superliners beyond the 140 already ordered, but this will depend on getting an adequate FY'93 appropriation.

Superliner economy rooms will not have bathrooms but will have bathrooms upstairs. All Viewliner rooms will have bathrooms. Looking ahead to the retirement of Heritage cars, Sullivan said that Amtrak will encourage states not to buy old equipment that is costly to operate and maintain.

Via National Association of Railroad Passengers Newsletter

WHERE YOUR NATIONAL DUES GO

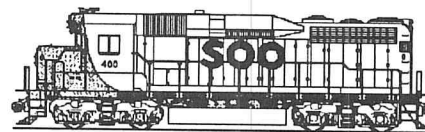
**By Gregory P. Molloy,
National Secretary**

The Society is taking many steps to be both more open and more businesslike in how we run our affairs. A new updated budget was passed at the April board of directors meeting in Savannah to cover National operations for Fiscal Year 1992 (when ends September 30). The size, activity level and scope of NRHS is unmatched by any other rail history organization, and the budget reflects that activity. Here is a brief summary of how your \$14 of national dues is budgeted to be spent:

\$6.72 BULLETIN. Cost to produce and distribute six issues per year.

\$0.99 MEMBERSHIP SERVICES. Cost for data processing, printing and issuing cards, billing and processing dues and keeping the records straight.

\$1.59 STAFF & MEETING EXPENSES. Except for a part-time office manager, the Society is run



by a staff of volunteers, all of whom pay their own way to conventions and board meetings. The Society reimburses them for telephone, postage, printing, etc. on Society business and to attend a few special meetings, such as the weekend several National officers spent in Philadelphia organizing the budget.

\$1.43 OFFICE RENT. The Philadelphia office houses the business office, libraries and *BULLETIN* work space.

\$0.87 ADMINISTRATION, SALARIES & INSURANCE. Cost of office expenses, salary of part-time office manager, bonding of financial officers, etc.

\$0.34 CORPORATE. Notices and minutes for annual meeting and board meetings, and other corporate requirements.

\$0.39 ADVERTISING. For public recognition and to recruit new members.

\$0.39 CONVENTIONS. Startup funds for conventions and National overhead to assure quality and consistency of convention programs (1989 onward).

\$0.80 OTHER OPERATING EXPENSES. Manuals, newsletters, catalogs, library expenses, emblem sales inventory and a reserve for startup of new services.

\$0.48 OPERATING SURPLUS. Helps to fund grants, library acquisitions and other non-operating expenses.

This is a brief summary which doesn't really convey the full range of National's activity.