

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

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

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Our 26th Year

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MUSEUM DIRECTOR Doug Nipper

EDITOR: Richard M. Schroeder

P.O. Box 1013

Danville, IL. 61834-1013

VICE PRESIDENT: Dave Sherrill

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HISTORIAN: Jesse Bennett

PUBLISHER: Allen Cooke

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Illinois Association of Museums

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COMING EVENTS

September 15, 1994

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

August 9-11, 1994

Private Car excursion on Amtrak's Cardinal. Lv Chicago 7:40 PM. High Iron Travel, PO Box 50116, Minneapolis, MN. \$195.

August 20 & 21, 1994

Caboose days at Monticello Railway Museum, Monticello. The Wabash caboose will run with 5 others this year. Come ride with us and the museum members.

August 20 & 21, 1994

Decatur Train Fair, Decatur Civic Center. Sat 10-5 PM, Sun. 11-4 PM. Adm. \$2.00

August 21, 1994

Train and Collectable Toy Show, Fort Wayne, IN. The Lantern at 4420 Ardmore St., 11-4, Adm. \$2.

September 17 & 18, 1994

Railroad Days, Monticello Railway Museum. Mixed trains, motor cars,

other rides. Noon to 4 PM.

October 22 & 23, 1994

Chicago Rail Association sponsored trip on the EJ&E. Contact them at PO Box 53, Oak Park, IL.

NEXT MEETING

The next meeting will be held on Thursday, **September 15**, at the Palmer Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM. Remember, we do not meet during July and August.

Staffing the museum this summer has been good thus far. However, the visitor population has been down this year. Our big weekend is com-



ing the end of the month with the Labor Day crowds. Over the three day weekend the Village of Rossville hosts an antique flea market in the downtown streets. At the same time the Sweet Corn Festival is going on just 5 miles north at Hoopeston. Each day we have about 75 visitors and we will need help that weekend.

This fall we will need to work on the museum building. There is some tuckpointing to do and painting of trim. President Larry Prosser will be establishing a couple of work session weekends for late September and early October. The second weekend in October will see the Pumpkin Festival in Rossville and we have been ask to be open that day.

The programs planned for this fall include Bill Darner for September and October and Rick Schroeder in November with NRHS convention slides..

SANTA FE PACIFIC TO BE ACQUIRED BY BURLINGTON

Burlington Northern Inc. agreed to acquire Santa Fe Pacific Corp. for \$2.7 Billion in stock to create the nation's largest railroad.

The combination would be a 33,000 mile Western railway system strong in both bulk commodity shipments and the rapidly expanding business of moving truck trailers and containers by rail. Its combined operating revenue from railroads last year was \$7.1 billion, more than first-ranked Union Pacific Corp.'s \$4.9 billion from rail operations.

For Burlington Northern, which already operates the nation's longest railroad, it also solves the

question of who will succeed Gerald Grinstein, its 62 year old chairman, who is expected to retire in a few years. Santa Fe's aggressive chairman, Robert D. Krebs, 52 years old, will become president and chief executive of the combined company, to be called Burlington Northern Santa Fe Corp.

Industry observers said the acquisition, which comes as the railroad industry is experiencing peacetime growth and health for the first time since the 1920s, could spark a race to establish trans-continental rail systems by merging Eastern and Western carriers.



The Burlington Northern-Santa Fe transaction faces lengthy proceedings before the Interstate Commerce Commission, which must approve railroad acquisitions and might attach conditions requested by competitors. Because the railroads have few overlapping operations, and there is competition where they do, the ICC is less likely to challenge the deal, executives at both companies said.

The agreement, if finally approved, would combine the strengths of Santa Fe, based in Schumburg, IL., in handling the fast-growing trailer

and container freight business to the West Coast with the huge bulk commodity shipment business of Burlington Northern, based in Fort Worth, Texas. Santa Fe customers would enjoy single-line rail service to the Pacific Northwest while Burlington customers would gain access to California markets.

In today's rail rivalry with truckers, "you want to be in intermodal. That is the hot area," Mr. Hatch said. "The combination means they're going to have a quarter of their business dedicated to that and that's great."

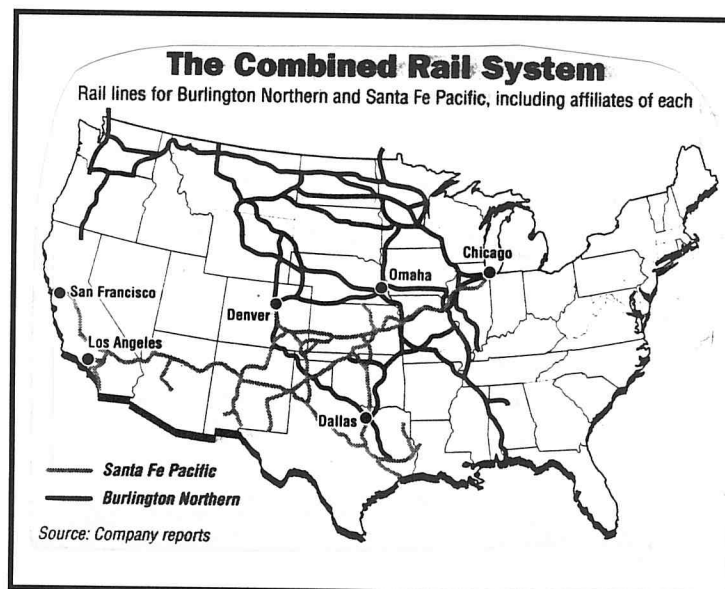
Mr. Grinstein also said the acquisition will put Burlington Northern in a better position to pick up traffic to California and Mexico, including Midwestern grain shipments that have increased since the signing of the North American Free Trade Agreement. He said Union Pacific and Southern Pacific now have more destinations on those routes.



The acquisition also raises questions about who will buy Kansas City Southern Industries Inc.'s rail operations. The company said in May that it was in talks with possible buyers. Both Burlington

Northern and Santa Fe were considered by analysts to be logical buyers, but that seems less likely now. Yesterday, top executives of both companies said completing their combination would keep them busy, but didn't flatly rule out a look at Kansas City Southern's rail business in the future, Kansas City Southern had no comment.

There has been less



pressure in recent years for railroads to merge, in part because they have achieved major productivity gains through labor agreements that have reduced industry labor costs by more than \$1 billion a year.

But both Burlington Northern and Santa Fe have looked for ways to combat Union Pacific's dominance in the West, where it enjoys superior access to ports and population centers. In addition, Union Pacific's traffic mix is heavy on lucrative shipments of coal, automobiles, chemicals, containers and food products. And the railroad has good traffic density, well honed management, and a more modern locomotive fleet.

In any ICC proceeding, Union Pacific probably would seek to gain access to a combined Burlington-Santa Fe system to reach points in the Southwest. But some analysts believe Union Pacific might not wage a fierce battle to block the proposed merger because it currently is seeking ICC approval to acquire voting control of Chicago & Northwestern Holdings, Corp., a Midwest railroad. Both Burlington Northern and Santa Fe have withdrawn their initial opposition to that transaction.

Both Burlington Northern and Santa Fe have found common interests in the past. They cooperated, for instance, by instituting service from California to the South using tracks of both systems, and gained market share from trucking companies. In addition, when tracks of both railroads were washed out last summer by the severe Midwest floods, the two railroads worked closely together to reroute trains.

Burlington Northern has been struggling for years to identify a successor to Mr. Grinstein, an attorney who came to the railroad company from Western Airlines as chief executive in 1989. Critics assert he took too long to master the railroad

and achieve needed productivity gains. But successful completion of the acquisition would be a significant legacy.

It has been understood that Mr. Krebs, a rail industry veteran of more than 30 years, has been willing to negotiate about moving to Burlington Northern, but has insisted that the Santa Fe railway be part of the package.

Part via Wall Street Journal 07/01/94.

IC AGREES TO ACQUIRE KCS

Illinois Central Corp. has signed a letter of intent with Kansas City Southern Industries, Inc. to buy Kansas City Southern Railway from KCSI.

The acquisition will be accomplished by a merger of Illinois Central Corp. and KCSI, immediately following the spin-off by KCSI to its shareholders of the stock of a subsidiary holding its financial services business. Those consist primarily of DST Systems, Inc., and the Janus Capital Corp.

IC and KCS said they hope to complete the transaction during the first half of 1995. It is subject to approval by the Interstate Commerce Commission as well as receipt of a favorable ruling from the Internal Revenue Service, the negotiation of definitive documentation and a shareholder vote of both companies.

The combined rail network would report revenues in excess of \$1 billion annually from a traffic base that includes coal, chemicals, lumber/paper, grain and intermodal. It would serve 14 midwestern and southern states, linking the markets of Chicago, New Orleans, Memphis, Kansas City, Port Arthur, Dallas and Birmingham.

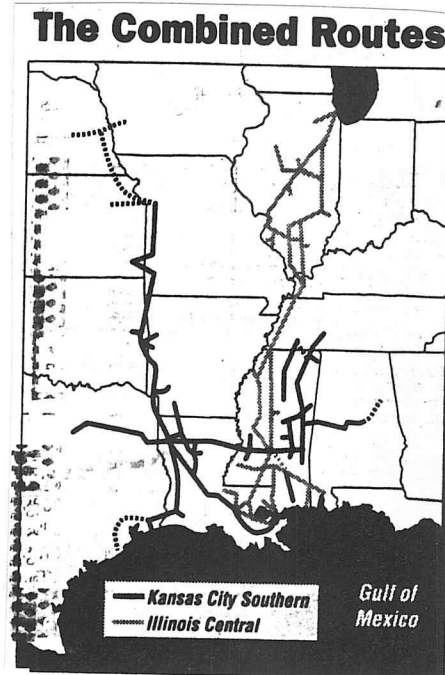
Both lines serve primarily north-south routes with little overlap. IC

runs along the Mississippi River between Chicago and New Orleans while KCS provides service between Kansas City and New Orleans/Beaumont/Port Arthur/Lake Charles.

To complete the acquisition, IC will be placed in trust pending ICC approval of the common control of the two railroads. When the transaction is closed, E. Hunter Harrison, currently IC's president and CEO, will become president and CEO at KCS. Gerald Mohan, currently senior vice president-marketing at IC, will become that railroads president and CEO with John McPherson assuming the job of chief operating officer. Gilbert H. Lamphere will retain his position as chairman of IC Corp., which will be the parent of the two railroads.

"We believe that by combining a disciplined focus on efficient and low-cost operations, a broadened and balanced commodity base and a greatly expanded service area, we will have substantial revenue growth and increased profitability," Mr. Lamphere said.

Via Rail News Update



ADDITIONAL MERGERS?

If you have not been reading the news you are probably shocked after reading the above articles. The Santa Fe and BN are two railroads that many thought would not merge. The merger of the IC and KCS is questioned by some as to the benefits of the combination. At the same time, this will probably set off a wave of protest or a wave of mergers. Already the rumor mill is at work.

The Illinois Central and Kansas City Southern merger allows the I.C. back into Shreveport and Birmingham as well as gain entry into Texas and back up to Kansas City. In 1992 the Mid South, a spinoff of the ICG, was acquired by KCS. Now the IC will have it back. Both railroads are basically parallel and will not have much duplication of service.

In a recent conversation with a ranking official of a large railroad your editor was told that Norfolk Southern and Conrail were beginning to talk merger and that an announcement would come within the next month or so. Both railroads have been friendly for the last few years, running joint trains from New England to the south, NS letting Conrail in on 50% of Triple Crown and coming to agreement on trackage from Ft. Wayne to Hammond, Indiana.

Rumor? Apparently not. Soon after the above was typed the press released a story that the two railroads were having discussions of merger plans. When Conrail was offered to the public several years ago Norfolk Southern was on corporation that tried to purchase the railroad. Now it appears that this may come about. Most duplication is in the Ohio and Indiana area. However, Conrail is basically east to west with NS being north to south. The line to suffer most is the

Bellevue to Buffalo line that parallels Conrail, averaging not more than two miles apart east of Lorain. News is changing so fast that your editor has difficulty typing the news.

The next merger talk was CSXT and the UP. Both railroads have been friendly in several interchange locations. They have similar systems of accounting and several officials on CSXT are from the UP. Several joint trains operate into Nashville and across the south. This would make the first transcontinental railroad. Interesting if true.

Other news came on the same day concerning the purchase of the Springfield to Kansas City segment of the Gateway Western by the Southern Pacific. Track people in Springfield have already been approached to move to the GWWR line. The GWWR is strapped for cash and the SP needs a line direct to KC. The BN would like to get the SP off the Chicago corridor and the UP is not cooperative on the St. Louis line. The direct line has had major work in the last few years, except for the flood damage, and the SP would have to upgrade from Roodhouse to Springfield. According to the track department this will become official by the end of the year. Apparently the GWWR will retain rights from KC to E. St. Louis to allow the ATSF into the area. However, when the ATSF and BN merger goes through, if it does, the GWWR may be out of a limb as the BN route to St. Louis would be preferred. Apparently San Francisco has denied the purchase agreement so we will wait and see if this becomes true.

Then there is talk of a Canadian road wanting to merge with the IC/KCS line. This would give them access to the Gulf and closer to Mexico. CP Rail seems to be the likely candidate since they now have access to KC through the Soo Line..

Great rumors, right? Well, some might come true. No doubt the

railroads left out of the ATSF/BN and IC/KCS mergers will file against the merger agreements to protect their interests. If the mergers should be approved other rail line will have to scramble to stay competitive. Why not get the jump soon and clog the system. After all, if other merger agreements arrive at the ICC all at the same time the picture will really get scrambled.

Editor

CHAMPAIGN AREA RAIL NEWS

By Bruce Bird

Tower update: On May 31, TY Tower in Tuscola succumbed to the wrecking "hoe". After closure on October 23, 1992 it fell into disrepair as the city wrangled with the IC and vice versa about moving it off railroad ROW. Recently the city formally gave up the effort (although it was somewhat half-hearted to begin with) and the die was cast. The good news is that due to efforts of local railfans numerous items from TY including the track diagram board and interlocking levers have been saved.

Several weeks earlier the IC demolished the Tolono station. The station had suffered damage from a fire in the storage area this past winter. The IC has done a very exacting job of cleanup on both of these demo jobs. The only thing left at the sights is a pristine and barren concrete foundation with nary a shard of wood left.

On July 2, 1994 the Champaign Fire Department answered a call at the IC Champaign tower and found the building aflame. Due to the amount of gang graffiti found sprayed around and in the building, investigators determined the fire to have been the work of vandals. The mayor of Champaign had campaigned hard for the preservation of the structure, with an eye toward encompassing it within a bike path along the restored Boneyard Creek.

It would have provided a meeting place for the local train club sponsored by the Champaign Park District. As of now, the fate of the tower has not been determined, but part of the roof is collapsed and there is significant structural damage. (*Ed. On July 14 the Champaign tower that many of us knew well became history. In one day a backhoe removed a lifetime of memories - Via John Roma and D. Nipper*).

On May 18 three South Shore GP 38-2's wandered into town on the IC. Units 2003, 2005, and 2008 were spotted by the roundhouse that morning and were sent north in the PM. The how and why of their appearance has not been determined.

The IC and CSX have started a new operation. Loaded unit coal trains come north on the IC to Tuscola, ride the interchange track in the southeast quadrant, and head east on the CSX. Apparently the destination is the PSI power plant at Cayuga, IN. Sometimes the trains are parked in the CSX yard west of town near Quantum when crews of either road aren't ready. Both the Quantum yard and the interchange track have been upgraded to handle the new traffic. This makes for interesting railfanning as the CSX line can now have two trains on it simultaneously, and as such trains are now heard releasing blocks to the dispatcher via the radio. Before this line was virtually devoid of radio traffic. Secondly the interchange in Tuscola must be clear of cars now and this adds work to the IC locals. The CSX local that works Quantum and Cabot east of town drops cars on the interchange and the next local that happens by will either pick them up or move them to the house track north of the crossing, depending on whether the cars are going in their direction. Anyone else having info on the origin, destination, etc. would be appreciated.

CR EXPANDS INDIANA YARD TO IMPROVE AUTO HANDLING

Conrail is investing \$2.5 million to expand its Gibson Yard in Hammond, IN., to improve its handling of automobiles destined for western locations.

The expansion will eliminate intermediate switching of trains carrying new autos from the Chicago area yard to the West. This is expected to reduce potential damage to new cars.

"This program builds on the success of our multi-level network and extends to our connecting railroad partners its benefits; faster transit times, reduced shipment damage and more efficient use of railcars," said George P. Turner, Conrail's vice-president-automotive.

The expansion will allow the yard to combine shipments from assembly plants served by Conrail and other eastern railroads into trains going to auto unloading facilities served by western railroads. The Indiana Harbor Belt Railroad, a Conrail subsidiary, will operate the expanded service for Conrail.

Via Rail News Update

CHICAGO MASS TRANSIT AGENCIES

Agencies will spend more than \$350 million next year on projects that include a new commuter rail line, new buses, rail cars, and fare equipment, under a program described by Gov. Edgar. The improvement program, essentially a list of projects to be funded with a mix of state, federal, and local dollars in fiscal 1995, also includes \$702 million to help fund day-to-day operations. Many of the dollars will fund projects started in previous years, such as \$30 million for the fourth phase of

reconstruction of the Chicago and North Western Atrium Center in downtown Chicago. More than \$120 million in work has been completed or is currently under way on that project.

Another \$11 million will go to build the Antioch-to-Loop Wisconsin Central line for Metra. That 53-mile line, which will have a stop at O'Hare Field, has a total price tag of \$61 million.

Other projects include \$27 million for a computer system to help the CTA track its buses, \$20 million for continued installation of the CTA's new automated fare collection system, \$43 million to begin engineering work for the renovation of the CTA's Douglas and Ravenswood elevated structures, \$33 million for commuter rail and bridge work; \$13 million for signal improvements on Metra, primarily for the SouthWest Service line; \$10 million for new CTA buses, small buses, and vanpool vehicles for Pace; and \$2 million in state funds only for continued planning of the Central Area Circulator system.

Via Chicago Sun-times

CP RUNS STACK TRAINS THROUGH DETROIT TUNNEL

CP Rail has launched a double-stack service between Montreal and Chicago through a recently enlarged tunnel under the Detroit River.

The tunnel is jointly-owned by CP and CN North America. CP invested \$23 million to enlarge the facility. CN did not invest in the project, but is instead building a new tunnel with even greater clearances between Port Huron, Michigan and Sarnia, Ontario.

Until the tunnel was enlarged, stack trains, tri-level auto carriers and some high-cubic capacity boxcars had to be ferried across the river by

barge.

The enlarged tunnel will be able to handle stack trains with containers up to 8 feet, 6 inches in height.

Via Rail News Update

RELOCATION **UPDATES**

Springfield, Illinois

Iles tower is now closed and will be removed beginning August 10 (asbestos removal). On August 18 the tower will be removed with all work to be completed by Sept. 1.. The schedule for the project is now considering cutover to be after October 15. This will require Iles Avenue to be closed on the 15th of August to allow the contractor and railroads to work in the area.

Trackwork is proceeding in the Hazel Dell area adjacent to Mid States Warehouse. The customer has been out of service since June 15 and the scheduled reopening is August 8. Since July 18 the Southern Pacific has been installing turnouts in their west main and in the east siding. These were No. 20 turnouts constructed by the contractor and set in place by the railroad. The turnouts will not be operative until October, but must be in place so that track work can be completed.

The track work south of Iles has been completed and surfacing has begun. A considerable amount to surfacing is to be completed and this is holding up work by the NS signal department. The SP has been surfacing their tracks and lining them to final location. Once completed the signal department will commence in the Hazel Dell interlocking area.

One signal gang has been on-site for two months working mainly on the west segment west of the SP mainline. The west end of siding is about 70% complete as is the West Grand crossing protection. Addi-

tional gangs arrived the week of July 25 and they will start on the KC Junction interlocking as well as work west of Route 36. Some work in the Iles area will start about the second week of August if the contractor gets the area ready.

I will keep you posted on the schedule for final cutover. The procedure has not been set yet but NS is considering 7 days to complete all track shifting as each track must be shifted and then signals tested. For a day or so both railroads will be on the same track. The SP has indicated that a night time cutover may be the way to go so they do not interfere with Amtrak.

Lafayette, Indiana

On July 22 the street running of the former Monon line came to an end. At about 9:00 the last northbound train cleared the Industry block and the crews of CSXT cut the track and started the process to move to the new alignment.

I arrived in Lafayette about 7:30 and as I entered town I heard the northbound local, J770, arriving from Indianapolis. I caught the train just south of Route 26 coming down the street. Already, several hundred people had gather to begin watching the last few trains on the line. Next was a southbound work train powered by a Cotton Belt GP40 and a B&O GP38. Once they cleared the Industry block at the siding south of town #790 proceeded north with two SD-50's. But this time the crowd packed the street and the crew was concerned with the amount of people on the track. They were given permission to sound the horn to clear the track.

On there heels was Amtrak with some extra cars added for the day. The city had sold tickets to ride the bus to Crawfordsville and then the train to Renessler for the last ride up 5th Street. It was standing room only. I had talked with some people along the street and many were going to miss the trains. One woman

had her grandson on the train and was happy that he was making a part of history and sad to see the trains go.

After the passing of the train, Bill Holbrook, project engineer for NS, and I went to Smith Street to complete our review of the NS part of the project. Once the diamond was cut the NS signal department began their tests of the Lafayette Junction interlocking and the new Smith Street interlocking. CSXT was completing their tests at the same time. Around 1:00 PM we visited the CSXT cutover on the south end and then moved to the north end near Ninth Street to walk through of the project. As we neared the site of the new depot complex at the foot of the Main Street bridge, the first train moved through the corridor. This was the work train moving to dump ballast at the north end (after completing a similar task at the south end). A SSW and a B&O engine were the first on the corridor. Would have been nice to see some new CSXT units or two Monon F's. I didn't stay for the first Amtrak train. Again, they sold tickets and there was a big crowd.

The city did sell shirts and cups plus hand out buttons. They really did it up big.

The contract has been let to remove the tracks from Fifth Street. Another part of history is soon to go. I'm glad I got to see the last train and I hope some of you got to do the same.

On August 9 bids are to be let for the Wabash Avenue bridges for NS and Ninth Street bridges for both NS and CSXT. This work will begin around the end of Septmeber and continue through next summer. Next year the design firm of HNTB plans to have bridges for Sangmore Parkway and Route 25 complete along with the fill area east of the parkway. Construction of trackwork for NS will probably begin in 1996 or later. *Rick*

TRIP WEST

By Bruce Bird

I recently vacationed in Colorado with an eye towards railfanning. On the trip across Kansas on I-70 I noticed the UP (old Kansas Pacific) was getting new welded rail. This line had been rumored to be an abandonment candidate, but recently empty coal trains have been using this line westbound on their return to the Powder River Basin. With the UP apparently the line to extend Triple Crown to the Dallas area, wouldn't an extension to Denver on the rehabbed KP make sense also?

I spent most of my time in Colorado in the Tennessee Pass area. This line is quite busy with both through freights and coal trains using it. A stop by Minturn revealed solid sets of Rio Grande SD40T-2s as helpers. The railroad knows that they are dependable power for a crucial job (as opposed to the crusty SP units) and tend to stay in the mountains. One morning I caught 3 westbound freights at Minturn while waiting for an eastbound coal train. It limped into town at 18 mph with 2 SP SD45's, an SP SD40 (it had failed), and two CSX GE B-B units with a set of 4 pushers 70 cars deep. Normal procedure would have the train broken in two with both sections travelling independently to Pueblo. But due to the two four-axle units and the failed SP unit in the head end, the dispatcher said "Cancel the second crew call and put the Big Help on the coal train".

In short order all EIGHT available helper units were cut in 35 cars deep and the earth was shaking with 16 units totaling 48,000 HP pushing to the summit of Tennessee Pass. It was quite a show, and according to the brakeman on the Big Help it doesn't happen very often. The regular helpers at the end were cut out at the summit with the Big Help staying on another 30 miles to help with dynamic braking.

Another day was spent at the Georgetown Loop. The three former West Side Lumber Co. shays at the Loop are wonderful little machines and are worth a visit. They are planning their first "Railfan Special" this July that will involve a freight train, passenger train, multiple runbys, enginehouse photos, breakfast and lunch for a bargain price of \$65. So far they had received a very favorable response.

The trip home was along the UP in Nebraska with the Armour Yellow fleet providing non-stop action as we drove. A quick accounting saw 13 trains in a half hour. All were either coal or intermodal during the half hour.

SP ORDERS 200 AC UNITS

The number of AC Traction locomotives ordered by U.S. railroads over the past year has topped the 1,000 mark with the announcement that Southern Pacific has ordered 200 General Electric 4,400 horsepower AC locomotives for delivery next year.

In announcing the order, SP noted that AC locomotives generally require less maintenance than DC units and are more efficient for certain applications. The new locomotives will be used primarily in SP's coal service and other heavy haul business.

The latest order is part of an ambitious program by SP to upgrade its locomotive fleet. The railroad earlier announced it will take delivery this year of 134 new and 133 remanufactured DC locomotives. In addition, 280 locomotives will be rebuilt or overhauled by SP during the year.

"In 1993, we began the largest locomotive

fleet upgrading in our history," said SP Chairman Edward L. Moyers, "and we view the additional locomotives and freight cars as a logical expansion of that program. The improvements to our intermodal facilities are necessary to accommodate increased business. We are committed to providing our customers the most efficient and reliable service in the rail industry."

Via Rail News Update

DOWNS: REORGANIZING AMTRAK FOR "THE CUSTOMER"

Amtrak Chairman and President Thomas M. Downs addressed the NARP Board of Directors on April 29 after about five months on the job. When he came to Amtrak, he learned "that Amtrak's working capital value was minus \$240 million, that we had gone to the bank at the end of September to borrow \$20 million to make payroll because our cash position was minus some \$21 million."

Since then, Amtrak has faced the aftermath of disruptive summer floods, bad national publicity about wrecks, a horrendous winter and continually intensifying airline price competition. (The Smithfield, NC, wreck looked avoidable. Amtrak hit a passing freight train's dislocated trailer May 16. One engineer died; the other was seriously injured. Nine

FREIGHT BOXSCORE

	1994	1993	% Change
Carloadings			
Week 26	347,840	323,933	+ 7.4
26 weeks total	8,804,051	8,471,947	+ 3.8
Revenue ton-miles (billions)			
Week 26	22.3	20.6	+ 8.3
26 weeks total	563.1	539.2	+ 4.4
Intermodal			
Week 26	162,684	142,741	+ 14.0
26 weeks total	3,950,478	3,479,201	+ 13.5

passengers were hospitalized; all were released by May 18.)

Down's job, more than most, requires management savvy, creativity, grace and good humor in the face of adversity. He seems to have all of that; the Clinton Administration seems to have made a good choice.

Downs mentioned an on-board services (OBS) chief who kept passengers happy in a difficult situation by drawing on talents from an earlier career as a comedian. But Downs himself is "the real comedian," said one observer, impressed with the extraordinary rapport Downs developed with a NARP Board dismayed at Amtrak's problems and weary of past promises that things will improve.



Downs is working for a greater customer focus. Amtrak was "organized functionally. We have

Transportation, Passenger Services, Mechanical, Maintenance-of-Way, Marketing. They all run from the top of the corporation to the bottom. This is OK if your running a manufacturing process like an automobile plant, where all of the functions are integrated mechanically, but everybody who's in the customer service business in the '90's integrates their work at the customer level, so there is accountability."

Downs illustrated the lack of accountability at Amtrak. On one long-distance train, the engineer and conductor both told him, "I am in charge of this train," while the OBS chief said, "I'm supposed to tell you that I'm in charge. But I sure as hell am not in charge of this train." Another OBS chief told Downs that the president of Amtrak is "the first common supervisor that the conductor and the OBS chief have." (No longer! May 1 saw Transportation and Passenger Services depart-

ments combined as Customer Services. Art McMahon, formerly VP - Passenger Services, is VP-Customer Services.

Downs aims "to integrate all of the pieces of the corporation together at the lowest possible level, at the platform and on the train to produce accountability for the quality, timeliness and friendliness of the service and the quality of equipment. Somebody's got to be in charge."

Also coming: "some functional, strategic business units" (SBU), including a Northeast Corridor SBU, and "intercity" SBU and possibly a West Coast SBU. (SBU's are to control their own resources-what adds value for the customer; service centers and corporate centers will provide such things as the reservation system and overall financial management, respectively.)

Downs noted Amtrak's desperate need for a new Chicago sanding tower to end the sanding of locomotives by hand by men "on ladders, with fifty-pound bags, some of which are frozen solid." Asked why Amtrak did not address such basics

Continued on Page 12

NORFOLK SOUTHERN

For an unprecedented fifth consecutive year, Norfolk Southern received the E.H. Harriman gold medal for employee safety. Winners are chosen based on Federal Railroad Administration records of employee deaths, injuries and occupational illnesses per number of hours worked.

In the major railroad category, NS was followed by CSX Transportation with a silver medal and Amtrak with a bronze. Among medium-sized carriers, first place went to the Illinois Central for the second consecutive year, followed by the Chicago & North Western

Transportation Co. and the Northeast Illinois Railroad Corp., a commuter operator known as METRA. In the small railroad group, Bessemer & Lake Erie Railroad was followed by the Kansas City Southern Railway and the Wheeling & Lake Erie Railway.

Switching and terminal railroad winners were, in order, Philadelphia, Bethlehem & New England Railroad, the Terminal Railroad Association of St. Louis and Alton & Southern Railway Co.

Triple Crown Services Inc, the joint venture owned by Norfolk Southern and Consolidated Rail will postpone a planned expansion into Texas and southern Florida until 1995 because of difficulties in expanding and locating terminal facilities, The Journal of Commerce reports.

Triple Crown had announced plans in late 1993 to expand to Dallas, Houston and Miami with future growth to transcontinental service suggested as a possibility. Triple Crown President Dan Cushman said that terminal facilities could not be arranged on the Union Pacific Railroad and the Florida East Coast Railway, which would have operated trains hauling Triple Crown equipment.

Cushman said discussions have occurred with other railroads servicing the Midwest-Texas market. With the pullout from that market earlier this year by Burlington Northern, the only other rail alternatives for Triple Crown's service in Texas are Norfolk Southern, Santa Fe and Southern Pacific.

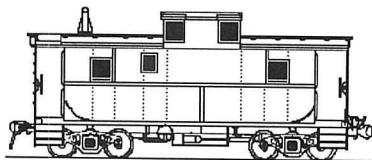
CSXT

CSXT now runs regularly scheduled business car weekly between Jacksonville (FL) and Washington (DC) for employees on company business. Car operates on rear of Amtrak train 88 northbound (*Silver Meteor*) on Tuesdays and south-

bound on train 81 (Silver Star) on Thursdays. *Via Lake Shore Timetable*

THE GREENBRIER-JAPANESE STYLE

CSX is lending (for a price) its "The Greenbrier" name to CYD Japan Company, a development firm which plans to build a 700-acre resort in Shiakawa Japan. Located in a mountainous region 80 miles north of Tokyo, the "Greenbrier West Village" will include a 180 room Western-style hotel, 100 room Japanese inn, two golf courses, equestrian center, a golf academy, and of course Japanese baths. Scheduled to open in early 1995, the Japanese had to pay a fee to CSX for permission to use the name, which of course is the name of CSX's beautiful resort in White Sulphur Springs, WV. *Via Potomac Chapter via Peerless Past*



WHEEL REPORT

25 YEAR CERTIFICATE - Last year our chapter celebrated our 25th year as a NRHS chapter. In June Dr. Howe, our Regional Vice President from St. Louis, delivered a beautiful certificate to President Larry Prosser. The certificate has been framed and is hanging in the museum at Rossville. We thank the NRHS for the certificate and Dr. Howe for taking the time to bring it to Danville.

PHOTOS PUBLISHED - Member Doug Nipper recently had photographs of the Eastern Illinois #4541 published in X2200 South and Trains. Not bad for a first time entry. He was beat out of Railroad and Railfan by another photographer. Two out of three isn't bad. Congratulations Doug.

KANSAS CITY SOUTHERN TO KEEP BN INTERMODAL SERVICE GOING

Burlington Northern Railroad has signed a service agreement with Kansas City Southern Railway allowing BN to continue offering the intermodal service between Texas and the Pacific Northwest that the company stood to lose by closing terminals in Dallas and Houston.

The agreement, effective immediately, calls for BN to route its Dallas-Pacific Northwest freight handled over the KCS between Dallas and Kansas City. North of Kansas City, the freight will move on BN's own lines via Denver.

BN officials said that the service, which can handle trailers and containers, was launched in response to customer requests for an alternative service. Union Pacific competes with BN on that route.

Via Norfolk Southern As Information

NS AMONG LEADERS WITH LOW FREIGHT LOSS AND DAMAGE RATIO

For the third consecutive year, Norfolk Southern has had one of the lowest freight loss and damage ratios among major railroads, according to a report released by the Association of American Railroads.

In 1993, NS reports a .16 ratio, which reflects claim payments to \$100 of freight revenue as reported by individual railroads. Other railroads with low ratios were Bangor & Aroostook, Kansas City Southern, Iowa Interstate and Illinois Central. Southern Pacific report the highest ratio of .73.

Historically, NS has had one of the lowest ratios of the major railroads. In 1992, NS' ratio was .14 and .18 in 1991. "This ratio remains low at Norfolk Southern because the proper prevention measures are taken in everything we do," said Joyce Buckelew, supervisor of statistics and accounting in Damage

Prevention. *Via Norfolk Southern As Information*

J. B. HUNT EXPANDS RAIL USE, IMPROVES SAFETY RECORD

J. B. Hunt Transport Services has seen a marked improvement in safety at the same time it increased the percentage of its trailers moving by rail in intermodal service, a Wall Street analyst said. Anthony Hatch of Paine Webber told clients that Hunt accidents per tractor declined 36 percent in 1993 as the company's business moved from the road to the rails. Intermodal revenue increased a strong 30.4 percent in the fourth quarter and now makes up nearly one-third of total Hunt revenue. *Via Norfolk Southern As Information*

Union Pacific has offered the St. Louis Chapter NRHS their cars and E9 diesels for a trip the weekend of November 12 and 13. At the July meeting they will need to make a decision on whether or not they do the trip. They are offered, a circle trip over one of two routes: St. Louis to Poplar Bluff, Missouri, over the DeSoto subdivision and return along the Mississippi River via the Chester Subdivision (about 360 miles), or St. Louis to Gorham, Illinois, on the Chester Sub then up the Chicago Sub to Findlay Junction, Illinois, returning to St. Louis over the Pana Sub (about 350 miles). The Poplar Bluff route would take about 12 hours and the Illinois route about 10 hours. The Poplar Bluff route requires running the cars backwards between Poplar Bluff and Gorham. Some variations of these routes may be possible and they can include intermediate stops if they desire. They can run one day or both. *Via The Gateway Railletter*

"OLD WOODY" will soon disappear near Grant Park. The wooden bridge near member Tom Holmburg's home will soon disappear when a new bridge is constructed next year. The bridge is located at milepost 45.9, just 1 mile south of Grant

Park, Illinois. During the running of UP steam on the ex-C&E last year the bridge was the gathering place of many railfans. Get your photos now.

CSX NEWS

During our trip to Atlanta for the NRHS convention, Randy and I stopped at Mitchell, Indiana. We had been following the ex-Monon down from Bloomington and upon nearing the city we heard of a freight leaving town southbound.

Near the center of town the single track ex-Monon crosses the double track of the former B&O. A few months back CSXT decided to relieve congestion on the Evansville to Vincennes segment of the Chicago mainline by routing the St. Louis trains via Mitchell, Indiana.

To make the turn to St. Louis the trains westbound trains must cross the B&O and pull through town. A unit, a GE, is maintained at the wye and the crew on duty couples to the rear car and pulls the train around the wye to the east. The FRED is reset and the train departs for St. Louis. The eastbounds use the reverse move. The single units is left at the wye during the lull in traffic.

Upon leaving town Randy and I remarked that a wye on the southwest leg should be built but that the town prevented the construction. Little did I know that plans were being made to construct a new wye track. When I returned to my office we had received a request for proposal from CSXT to provide engineering services to design a 1.8 mile connection from about 1 mile south of Mitchell to about 1 mile west of town. The proposal included design and preparation of right-of-way documents for the project. The schedule calls for construction next spring. We were not the successful consultant to be selected for the project.

NS THIRD MAIN IN CINCINNATI

Norfolk Southern recently ask for proposals from consultants to design a third main track in Cincinnati to parallel CSXT from Hopple Street to just south of Mitchell Avenue, a distance of just under 3 miles. The track is to be constructed on the south, or east, side of the present CSXT double track mainline. A new No. 20 turnout will be placed just north of Hopple Street with one trailing crossover near the middle of the improvement. A No. 20 facing crossover will be placed just south of Mill Creek to pick up the Toledo line, a No. 20 will end the new track just south of Mitchell Ave. and a new No. 20 facing crossover will be installed in the CSXT mainline just north of Mitchell.

NS will be the owner of the new track but CSXT will have the rights to use the line, just as NS will still use the existing double track. Construction will include new overpass structures, drainage structures, retaining walls and roadbed. My firm was not selected for the project as one consultant was able to fast track the project. Construction of the retaining walls is expected to begin this fall. By late 1995 the congestion that both railroads experience in the area should be relieved.

RAILROADS EARN PROFIT

Union Pacific Corp. reported first-quarter earnings of \$283 million, or \$1.38 a share, compared with a \$11 million loss, or 6 cents a share, in the comparable 1993 quarter. The first-quarter 1994 results included a \$116 million gain on the sale of a Southern California oil field, while accounting changes of \$175 million affected first-quarter 1993 results.

CSX Corp. reported earnings for the

first quarter of 1994 were \$74 million, 71 cents per share. This compares with a loss of \$9 million in the first quarter of 1993 when the company recorded a \$93 million pre-tax restructuring charge at its container shipping unit. Earnings for the 1994 quarter rose 42 percent from last year's results.

Southern Pacific Rail earned \$9 million, or 6 cents a share, in the first quarter, including a \$6 million after-tax charge for retiree post-employment benefits. Excluding the charge, SP earned \$15 million, or 11 cents a share. The railroad lost \$110.7 million in the first quarter of 1993, including a \$104.2 million charge for retiree benefits other than pensions. Without the charge, SP lost \$6.5 million in the 1993 quarter.

Via Norfolk Southern As Information

GM DELIVERS LOCOMOTIVE BY AIR

GM Locomotive Group (GMLG) began a unique airlift on Tuesday, June 7, 1994, transporting by air for the first time a fully assembled locomotive from its manufacturing facility in London, Ontario, Canada, to Dublin, Ireland, where it will go into service with Irish Rail. GMLG's airlift weighs in at 120 tons. The cargo plan that is being used for the airlift already holds a world record for the heaviest single load ever transported by air at 135 tons.

The giant air freighter arrived in London, Ontario on Sunday and began loading the locomotive early Tuesday morning and continued through the night. The plane is expected to leave for a 12 hour flight that will make stops in Newfoundland and Iceland before arriving in Dublin. GMLG, one of the world's largest builders of diesel-electric locomotives, agreed to

undertake the airlift in order to meet urgent training and testing requirements that will precede Irish Rail's introduction of a new generation of high-speed locomotives on its national rail network. The current contract with Irish Rail is for 10 locomotives; three additional contracts are planned for later in the year.

Via GM International Newline.

W&LE

Management Changes:

In an effort to make the financial future of the W&LE more secure, the current management of the W&LE recently purchased the railroad from the previous owners. As part of the purchase, the management secured more favorable financial terms for paying back the loans used to purchase the railroad. With the more favorable financial terms, along with having more direct control of the railroad, W&LE's management hopes to take the somewhat financially troubled line into the future as a more viable operation.

Changes at Greenwich:

Major trackage changes at GN Interlocking in Greenwich, Ohio, are now completed. Final work on the new interlocking was carried out during the last week of April, and the new arrangement was in service before May 1st. Instead of the old diamond arrangement where the W&LE's ex-AC&Y line crosses CSX's ex-B&O mainline, the tracks now cross using switches only. This not only allows W&LE trains to enter the CSX mainline, crossover the double track CSX main, and then switch back onto the W&LE, but it also allows W&LE trains to stay on the CSX mainline and operate into Willard yard. As a result of the new arrangement, which is remote controlled from Jacksonville, ground level GN Tower has become

CNW GETS TENTATIVE ICC NOD TO CREATE WISCONSIN COAL ROUTE

Chicago & North Western Transportation Co.'s bid to create another rail route into a Superior, Wisconsin coal dock has taken a step forward.

The Interstate Commerce Commission exempted the proposed construction from prior approval requirements, subject to environmental questions that must be considered before the agency can authorize building a half-mile of track between the railroad's lines and Midwest Energy Resources Co. coal dock now served exclusively by Burlington Northern Railroad.

The MERC dock now handles 11 million tons a year of coal delivered by BN for onward shipment to power plants on the lake system. The ICC decision rejects BN's argument that the agency lacks jurisdiction to authorize construction.

CNW's application contends that the Clean Air Act will increase demand for coal that would be handled through the MERC facility, whose annual capacity is 18 million tons. Initially, CNW said it would move 500,000 tons a year of coal from Wyoming coal fields that CNW and BN serve.

"Failure to grant the construction exemption will inhibit development of a sound transportation system, freeze the current service arrangements to a large coal shipping facility and promote inefficiencies," the agency's decision said.

The ICC rejected union contentions that labor protection payments should be authorized to adversely affected BN employees on grounds that there was no apparent negative effect from the additional service.

Via CBOT Transportation Newsletter

obsolete. As this is written, while no longer in use, GN Tower is reported to still be standing.

New Traffic with CSX:

W&LE is now operating a new freight train between Bridgeport, Ohio and Willard, Ohio, serving as the "middle link" between CSX connections at each end. This train allows CSX (along with the W&LE) to gain potentially heavy chemical traffic and other business that it was not able to handle since the old CSX line through Holloway had been abandoned several years back. The new train, which operates daily each way, is possible because of the new interlocking at Greenwich, which allows the train to head west on CSX for direct interchange at Willard yard.

New Stone Traffic Also:

With the summer construction season again upon us, stone trains are once again running out of the rock quarries in Carey, Flat Rock, and Parkertown. However in addition to the usual destinations of Akron, Medina, and Cleveland, some stone trains have also been seen heading east out of Brewster towards Pittsburgh. This appears to be new stone traffic, and therefore it appears the W&LE has been making good on their efforts to increase rail haulage market share of this commodity.

Via The Mainline

Continued from Page 8

before installing new audio-visual entertainment systems (May Travelers' Advisory), Downs replied; "Because Amtrak does not have a comprehensive strategic planning process that weighs these decisions. (A new sanding tower has been approved and will be in service before next winter.)

"We can't just be in people's minds this train's going across the high prairies past buffalo and gorgeous mountains, when you get on a train that doesn't make it out of 30th Street Station. We're going to deliver that product. End of story."

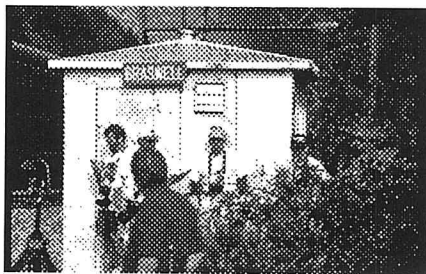
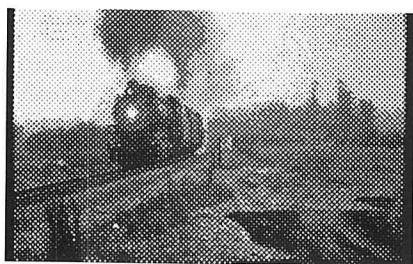
Via National Association of Railroad Passengers

1994 CONVENTION

After the Chicago convention Randy Rippey and I began planning for the convention in Atlanta. Three steam engines were planned and we decided a visit to the south would be great.

We left Indianapolis on Sunday the 19th of June by following NKP 587 from Indianapolis to Bloomington. The engine was used last year during the convention and we did not have the good opportunity to catch it by itself. The 25 mph trip to Bloomington proved great with time to look for locations. The train had the Monon F units on the rear which allowed photos in the opposite direction - not knowing the train was

Four miles north of Austell, Ga, Frisco #1522 leads the train through the early morning fog.



Friend John Marbury leans against signal bungalow to watch #1522 and #611 pound upgrade at Braswell Mountain.

going away.

From Bloomington we headed south and followed the ex-Monon to Bedford where we shot the depots and caught a Soo local. The track is abandon between Bedford and just south of Bloomington. At Mitchell we just missed a southbound and stopped to photograph the GE on the wye and talk to the operator. A northbound was out of Louisville and would meet the other train at Orleans. The GE on the wye is used to pull the St. Louis trains around the wye since it is in the northeast quadrant.

At Orleans we caught Q649 coming through the semaphore signals and then Q554 with a UP widecab. We followed the Monon on into Louisville and check out the street running in New Albany. The next stop was made at the R.J. Corman Dinner Train at Beardstown, Ky. The two ex-Southern units look great on the train and it appears to be very popular.

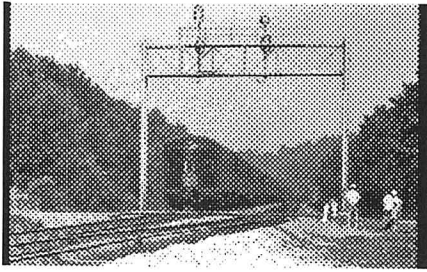
On Monday we stopped at Columbia, TN to catch the Tennessee Southern. The ex-L&N depot is in the process of being restored and after photographing the depot we caught the T.S. with 3 units coming by. No other stops were made as we planned to catch the Frisco #1522 in the western part of Alabama on its way to the convention. Just out of Winfield we caught the train and then spent

the day chasing the consist to Birmingham. The track to Birmingham is very curvy and hilly and the single locomotive was really working with the train. The top speed was about 30 mph and photographs were numerous. After many photo stops we began to just "stop and smell the smoke".

On Tuesday the train left Birmingham with N&W 611 the trailing locomotive. We started our day at Leeds, AL and got some great shots. Two stops were made before reaching Anniston and this gave us time to get ahead. Again, several locations we were watching the train and not photographing. We chased the train on to near Austell, the junction with the Chattanooga line. By this time the crowds were heavy and we decided it was time to head for the hotel.

The convention started on Wednesday with the first trip being diesel on the Georgia Northern to Tate. The trip speed was 25 mph and allowed fans to find the good locations for photos. At Tate we followed the Georgia Marble line to find their locomotive but a strike prevented access. We left the G.N. and headed for the CSXT line at Cartersville. We then headed south stopping to view the L&N's General. The last stop was at Austell and plans were made to stay to catch action on NS. Two trains were the only action for two hours, however, the third that stopped east of town did have 3 new SD-70's. In the evening we rode the dinner train on the New Georgia Railroad. The train actually ceased operation in December 1993 but was run for the convention. The 10 mph trip east on CSXT to near Stone Mountain allowed a view of Atlanta and the food was exceptional. This was our first experience with a dinner train and it was most enjoyable.

On Thursday we rode the Nancy Hanks behind Frisco #1522 from Atlanta to Macon on the former Central of Georgia. Departure was



The Roanoke Chapter Mardi Gras brings up the rear of train at Braswell Mountain.

right on time from the Peachtree Station on the north side of town. The CofG is a secondary line and is rolling in nature. A stop in Macon to service the engine allowed us to visit the depot that is now owned by a utility company. Prior to leaving the N&W #611 was added to power the train back to Atlanta. Photo runbys in both directions allowed plenty of photographs. Arrival in Atlanta was delayed due to Amtrak arriving near the same time.

Friday was an off day. Several seminars were held at the hotel as well as tours of facilities. I spent my morning working by making a visit to the engineering offices of Norfolk Southern. In the afternoon I attended the board meeting and later visited the railroaders show a few blocks away. In the evening we had the annual banquet that included Jim Bustline and Bill Purdie as speakers. They showed slides from various steam trips on NS over the past 25 years and spoke of various experiences they had. The program was dedicated to the memory of Graham Claytor.

On Saturday we boarded a train pulled by N&W 611 and headed for Lula. The Southern 4501 did not make the convention as planned and two diesel units were cut in behind the "J". From Lula NS 4610 was on the point to Athens. The return to Lula saw 611 turned and the three locomotives used to make the run back to Atlanta.

On Sunday #1522 and #611 headed the train for Rome. The two diesels were cut in as boosters to make the hill and provide power to return part of the train to Atlanta. The morning started out foggy and we were concerned with photographs. A friend, John Marbury with NS signal department, guided us to the east end of Braswell Mountain siding, site of the former tunnel. As we arrived we heard on the scanner that this would be a runby location. We got some great shots both times around the curve. On farther John guided us to another remote location for what turned out to be another runby location. After Rome we decided that it was time to head for home. We stopped on CSXT a couple of time and caught some freight trains. Once north of Chattanooga we kept going for home. North of Nashville we hit some bad storms and a closed interstate. The detour cost us about 2 hours of time and we had it again in Kentucky.

The slides have finally returned and we both find we don't have the time to really look at them now. Our hats off to the Atlanta Chapter and the fine convention they put on. All trips left on time and arrived back nearly on time. The weather was great and the photo runbys were in good locations (the rain over the 4th of July washed out most of the lines we had traveled on). We spotted members Richard Ward along with Dennis Sloan and son. If anyone else was there I would like to know. Be sure to attend in November as Rick plans to present the slide show for the evening.

The next convention will be at Lancaster, PA from June 28 through July 2, 1995. The convention will feature the East Broad Top, Strasburg, Amtrak, short line steam and probably Steamtown. I have the preregistration form (\$15.00) if you wish to preregister now.

AMTRAK

Retired: In March, Amtrak officially retired brand new P40BH 819 as well as F40PH's 262 and 312, baggage car, high-level transition dormitory-coach 39908 and Superliner coach 34083 - from Sunset Limited wreck in Alabama on September 22.

With final specifications issued on April 29, Amtrak will request bids in June for supply of 26 initial and up to 25 additional 150 MPH train sets for Northeast Corridor High Speed Rail Improvement Project, with contract expected to be awarded later in summer. Five joint ventures have qualified to bid. Amtrak says that "maximizing the domestic content of the train sets will be an important factor in the award of a contract".
Via The Lake Shore Timetable

Lake Shore Limited Trainset Added: Effective with the May 1, 1994 schedule change, Amtrak is running a fourth "*Lakeshore Limited*": train consist, providing an extra trainset to cover the schedule. As a result, the train no longer turns the same day at New York, which means that a late eastbound train at New York will no longer translate into a late westbound departure from New York. This has allowed Amtrak to adjust the schedule back to the way it used to be, with an earlier westbound run, thereby restoring connections with certain western trains at Chicago. This is a major plus for passengers from our area wishing to connect at Chicago with western trains such as the "Empire Builder" or "California Zephyr" Via The Mainline

Dome Car now on the Lakeshore Limited: Also effective as of the May 1, 1994 schedule change, Amtrak has added a dome coach car to the Albany-Chicago portion of the "*Lakeshore Limited*". While the cars are primarily for sightseeing, they will also help as overflow coach seating. *Via The Mainline*

MEMBERSHIP LIST

NAME	ADDRESS	CITY/STATE/ZIP	TELEPHONE
ALTSTADT, ARTHUR W	501 N ARDMORE AVE APT 1-E	VILLA PARK IL 60181-1608	
BARKER, ROBERT L	1605 SKYLINE DR	DANVILLE IL 61832	217-442-8913
BARNES, ROBERT J	2730 TOWNWAY RD APT D-41	DANVILLE IL 61832-1455	217-446-9424
BASELT, WALTER	707 PARK LANE DR	CHAMPAIGN IL 61820-7632	217-356-3522
BENNETT, JESSE E	213 EAST MCKIBBEN ST	ROSSVILLE IL 60963-1223	217-748-6615
BERNER, DAVID L	402 E COLORADO AVE	URBANA IL 61801-5920	
BIRD, BRUCE H	803 WESLEY AVE	SAVOY IL 61874	217-359-5004
BULLIAS, GREG	R R 5 BOX 162	DANVILLE IL 61832	217-442-7834
BUTZOW, DOUGLAS R	BOX 29	WELLINGTON IL 60973	815-984-5132
COOKE, ALLEN	12 W RAYMOND AVE	DANVILLE IL 61832-1720	217-446-0977
COOKE, JOHN	2200 DENMARK ROAD	DANVILLE IL 61832	
COOKE, JOHN D	138 E RAYMOND	DANVILLE IL 61832	
COOKE, NED	12 W RAYMOND	DANVILLE IL 61832	217-446-0977
DARNER, WILLIAM S	526 SHERMAN ST	DANVILLE IL 61832-4458	217-442-3775
DAWES, DANA M	424 W WASHINGTON ST	MARENGO IL 60152-2154	815-568-7562
FINNEY, ARTHUR L	521 WEST JACKSON	PETERSBURG IL 62675	217-632-2463
FULLER, JOHN	1000 EDGEBROOK AVE	TERRE HAUTE IN 47804-1709	812-235-6314
GALLIPPI, ROBERT A	R R # 3 BOX 63	WILLIAMSPORT IN 47993	317-986-2121
GIBSON, JR, ROBERT L	214 FOURTH AVENUE	PRINCETON IN 47670	812-385-3988
GRANT, NEAL	ROUTE 2 BOX 342	MATTOON IL 61938	217-258-8258
GREEN, HAROLD R	1000 WINTHROP ST	LAFAYETTE IN 47905-2460	
HAHNE, PAT	1902 FRANKLIN	DANVILLE IL 61832	217-442-1251
HALL, RICHARD & CINDY	901 BURKWOOD DR	URBANA IL 61801-5913	217-344-8687
HANKEL, STEVEN W	1218 W. PARK AVENUE	CHAMPAIGN IL 61821	217-352-9846
HARRELL, MATTHEW	2638 STRAFORD DRIVE APT E	SPRINGFIELD IL 62704	217-698-8925
HARRIS, RICHARD E	2015 BATESTOWN ROAD	DANVILLE IL 61832	217-442-4921
HAZLETT, MARION	503 WILLOW BROOK DR	HOT SPRINGS AR 71913-5608	501-321-1064
HIGGINS, BRIAN R	552 RAVINE AVE	LAKE BLUFF IL 60044-2622	312-295-8769
HIGH, JOHN A	JOHN HIGH, JR. R R 4, BOX 399	DANVILLE IL 61832	217-443-5836
HOLMBERG, THOMAS	P O BOX 243	BRADLEY IL 60915-0243	815-465-6003
HOWE, M.D, DR ALBERT	31 YORK DR	ST LOUIS MO 63144	314-997-0853
HUBBARD, FRED L & SHARON	P O BOX 434	CATLIN IL 61817	217-427-2302
IRONS, EDWARD	2520 FARNSWORTH LN	NORTHBROOK IL 60062	706-256-3836
JAMES, BROCK E	1120 SARATOGA DR	DANVILLE IL 61832	217-443-2386
KELLER, JIM	1109 HOLIDAY DR	DANVILLE IL 61832	217-442-1441
KINNEER, BILL	R R # 3 BOX 92	KINGMAN IN 47952-9217	317-397-3473
KOVAL, ANDREW C	2434 WEST 103RD ST	CHICAGO IL 60655-1002	
LEHNEN, ROBERT G	6260 N CHESTER AVE	INDIANAPOLIS IN 46220-4418	
LEIDER, DAVID	601 N ELMHURST RD	PROSPECT HEIGHTS IL 60070-1308	708-253-7484
MC CARTHY, DONALD	822 TEXAS	DANVILLE IL 61832	217-446-9578
MCMILLIN, CHARLES L	3320 OLD DOBBIN RD	MONTGOMERY AL 36116-1524	
MCQUOWN, ROBERT W	R R # 1 26 WOODLAND DR	BISMARCK IL 61814	217-759-7747
MONTGERARD, JIM	1452 WARRINGTON AVE	DANVILLE IL 61832	217-442-5854
NIPPER, DOUGLAS J	R R 6 BOX 456	DANVILLE IL 61832-9545	217-443-1477
O'BRIEN, LOUIS	1 LINCOLNSHIRE AVE	DANVILLE IL 61832-2218	
PEARSON, WILLIAM E	16593 ATTICA ROAD	ROSSVILLE IL 60963-7191	217-748-6153
PFEIFFER, MIKE	430 WOODSIDE TR C 21	DECATUR IL 62521	217-429-7815
PROSSER, LARRY D	707 BRENTWOOD ST	TILTON IL 61833-8008	217-446-9769
RIDGE, STEVE	P O BOX 583	DANVILLE IL 61834-0583	217-442-1880
RIGGINS, L.DALE	601 ROBERT WEBB	MONTICELLO IL 61856	217-762-2323
RIPPY, RANDALL	50 CIRCLE DR	MONTICELLO IL 61856-1109	217-762-4301
RUDOLPH, LEE	1918 OWENS DR	BLOOMINGTON IL 61701-7135	309-452-5166
RUNNER, TERRY	R # 3, BOX 231 VOYLES RD	PEKIN IN 47165	812-967-5137
SCHMITT, HENRY J	421 SECOND ST	COVINGTON IN 47932-1108	317-793-4220
SCHROEDER, RICHARD M	P O BOX 1013	DANVILLE IL 61834-1013	
SEYMCUR, LONNIE	815 E WASHINGTON ST	HOOPESTON IL 60942-1663	
SHERRILL, WILLIAM D	105 S STATE ST	DANVILLE IL 61832-6123	217-443-2144
SHERWOOD, HANK	4417 HARDING PLACE	NASHVILLE TN 37205	615-665-0512
SLONE, DENNIS	915 LYNN DR	EFFINGHAM IL 62401-3902	217-342-2994
SOMERS, PAUL M	511 WEST WHITE ST	CHAMPAIGN IL 61820-4701	
STACY, RICK AND PHILLIP	215 EAST ATTICA ST	ROSSVILLE IL 60963	217-748-6010
STRAW, ROBERT L	R R # 1 BOX 58 M	LINDEN IN 47955-9708	
VICE, MIKE	P O BOX 518	LAVA HOT SPRINGS ID 83246	
WARD, RICHARD A	260 S HAYWORTH ST	DECATUR IL 62522-3009	
WRIGHT, BILL	C/O NANCY BROWN 704 S SANDUSKY	CATLIN IL 61817	
WRIGHT, HENRY D	904 LAWNDALE ST	TILTON IL 61833	217-446-3141
ZIEBART, MARK	RR 1 BOX 58	WELLINGTON IL 60973	815-682-4440

THE BULL SHEET

R120 (DAILY)
JACKSONVILLE FL 1530
WAYCROSS GA 1700
FITZGERALD GA 1830
MANCHESTER GA 2230 2245
BIRMINGHAM AL 0430 0515
OAKWORTH AL 0730
NASHVILLE TN 1145 1340
AMQUI TN 1410
EVANSVILLE IN 1915 2015
DANVILLE IL 0145
CHICAGO IL 0745

R121 (EX SUN)
CHICAGO TOFC IL 2115
DANVILLE IL 0045
EVANSVILLE IN 0545 0600
AMQUI TN 0945
KAYNE AVE TN 1000 1045
NASHVILLE TN 1100
OAKWORTH AL 1500
BIRMINGHAM AL 1715 1915
MANCHESTER GA 0130 0145
FITZGERALD GA 0515 0530
WAYCROSS GA 0730
JACKSONV TOFC FL 0945
JACKSONVILLE FL 1000

Operates as L121 on Sunday

R122 (DAILY)
ATLNT/HULSEY GA 1000
GILSTRAP GA 1120
WAUHATCHIE TN 1615 1645
KAYNE AVE TN 2245 2330
AMQUI TN 0001
EVANSVILLE IN 0430 0730
DANVILLE IL 1300
WATSEKA IL 1330 1415
CHICAGO TOFC IL 1915

R123 (EX MON)
CHICAGO TOFC IL 0515
WATSEKA IL 0745 0830
DANVILLE IL 0945
EVANSVILLE IN 1345 1400
AMQUI TN 1900
KAYNE AVE TN 1930 2000
WAUHATCHIE TN 0100 0130
GILSTRAP GA 0610
ATL HULSEY GA 0730

R124 (DAILY)
JACKSONVILLE FL 1900
WAYCROSS GA 2100
FITZGERALD GA 2300 2315
MANCHESTER GA 0315 0330
BIRMINGHAM AL 1015 1145
OAKWORTH AL 1430
NASHVILLE TN 1845 1945
AMQUI TN 2015
EVANSVILLE IN 0120 0315
DANVILLE IL 0900 0915
CHICAGO TOFC IL 1445

R125 (DAILY)
CHICAGO TOFC IL 1530
DANVILLE IL 1915 1920
VINCENNES IN 2230 2300
EVANSVILLE IN 0001 0100
AMQUI TN 0445
KAYNE AVE TN 0515 0545
NASHVILLE TN 0615 0730
OAKWORTH AL 1030
BIRMINGHAM AL 1300 1445
MANCHESTER GA 2100 2115
FITZGERALD GA 0100
WAYCROSS GA 0300
JACKSONV TOFC FL 0515
JACKSONVILLE FL 0530 0600
JR EXPRT IMPRT 0730 0800
JACKSONVILLE FL 0830

R553 (DAILY)
ST L GATEWAY IL 1000
HN CABIN YD IL 1100 1130
BREESE IL 1230 1330
LAWRENCEVILLE IL 1700 1800
VINCENNES IN 1845
EVANSVILLE IN 2145 2230
LOUISVILLE KY 0945

From ALS at St Louis Gateway

R592 (DAILY)
NASHVILLE TN 0600
AMQUI TN 0645
EVANSVILLE IN 1415 1800
TERRE HAUTE IN 0115 0145
DICKASON IN 0445 0515
DANVILLE IL 0545 0645
WATSEKA IL 0800 0830
CHICAGO IL 1315

Receives through-blocked freight from 0645 at Nashville and operates as a solid CNV and Soo Line train to Chicago

R593 (EX SUN)
DANVILLE IL 0800
BLOOMINGDALE IN 0950 0955
DANA IN 1015 1040
CHRISMAN IL 1055 1120
GARNES IL 1140 1205
METCALF IL 1215 1235
HUME IL 1245 1310
NEWMAN IL 1325 1350
MURDOCK IL 1400 1425
CAMARGO IL 1435 1500
TUSCOLA IL 1510 1535
FICKLIN IL 1600 1800
ATWOOD IL 1810 1815
PIERSON IL 1820 1825
HAMMOND IL 1830 1835
BURROWSVILLE IL 1840 1845
LAPLACE IL 1850 1855
DECATUR IL 1900

X-Plainsman

R594
DECATUR IL 1100
LAPLACE IL 1115 1120
PIERSON IL 1135 1140
ATWOOD IL 1150 1200
TUSCOLA IL 1230 1300
CAMARGO IL 1345 1350
MURDOCK IL 1400 1405
NEWMAN IL 1415 1420
HUME IL 1435 1440
METCALF IL 1450 1500
CHRISMAN IL 1515 1520
DANA IN 1540 1545
HILLSDALE IN 1600
MONTEZUMA IN 1610 1615
BLOOMINGDALE IN 1715 1720
HILLSDALE IN 1820
DICKASON IN 1900 1915
DANVILLE IL 1930

X-Prairie Schooner

Q595 (DAILY)
CHICAGO IL 0100
DANVILLE IL 0600 0930
EVANSVILLE IN 1630 1700
ATKINSON KY 1830 1900
GUTHRIE KY 2315 2345
AMQUI TN 0215
NASHVILLE TN 0330

R596 (DAILY)
NASHVILLE TN 0900
AMQUI TN 0945
EVANSVILLE IN 1945 2030
DANVILLE IL 0600 0700
CHICAGO IL 1400

R597 (DAILY)
CHICAGO IL 1100
WATSEKA IL 1600 1630
HOOPESTON IL 1700 1730
DANVILLE IL 1900 2000
DICKASON IN 2100 2130
TERRE HAUTE IN 2345 0100
FARMERSBURG IN 0130 0145
SHELBY IN 0200 0215
SULLIVAN IN 0230 0245
CARLISLE IN 0300 0315
VINCENNES IN 0415 0445
PURCELL IN 0530 0545
PRINCETON IN 0600 0615
EVANSVILLE IN 0645

R590 (DAILY)
NASHVILLE TN 1500
AMQUI TN 1545
GUTHRIE KY 1700 1730
HOPKINSVILLE KY 1800 1830
ATKINSON KY 2100 2130
EVANSVILLE IN 0001 1900
VINCENNES IN 2200 2300
CARLISLE IN 2330 2340
SULLIVAN IN 0001 0045
TERRE HAUTE IN 0230 0300
GREENCASTLE IN 0400 0530
ROACHDALE IN 0600 0700
NUCOR IN 0730 0800
AMES IN 0815 0830
LAFAYETTE IN 0900

R591 (DAILY)
LAFAYETTE IN 1530
LINDEN IN 1700 1715
NUCOR IN 1800 1815
HAWCRENSDG IN 1845 1900
ROACHDALE IN 1915 1930
GREENCASTLE IN 2000
TERRE HAUTE IN 2115
SULLIVAN IN 0015 0100
EVANSVILLE IN 0615 1700
AMQUI TN 0730 0800
NASHVILLE TN 0215

Q648 (DAILY)
WAYCROSS GA 1200
THOMASVILLE GA 1700 1715
SAFFOLD GA 2045 2145
DOTHAN AL 2300
MONTGOMERY AL 0400 0430
BIRMINGHAM AL 0930 1100
OAKWORTH AL 1600
NASHVILLE TN 2000 2200
AMQUI TN 2245
EVANSVILLE IN 0615 1700
DANVILLE IL 0100 0130
CHICAGO IL 0730

Q649 (DAILY)
E ST LOUIS IL 2130
HN CABIN YD IL 2230
BREESE IL 2345
VINCENNES IN 0445
EVANSVILLE IN 0745 0845
AMQUI TN 1800
NASHVILLE TN 1845 2000
OAKWORTH AL 0100 0200
BIRMINGHAM AL 0430 0600
CALERA AL 0715 0800
MONTGOMERY AL 1200 1300
THOMASVILLE GA 0001 0030
WAYCROSS GA 0630

Operates on the MP, UP as NPSLCT originating in North Platte

R598 (DAILY)
LAFAYETTE IN 0430
BROOKSTON IN 0500 0515
REYNOLDS IN 0535 0545
MONON IN 0600 0630
RENSSELAER IN 0655 0710
PARR IN 0725 0740
ROSELAWN IN 0810 0825
LOWELL IN 0840 0855
DYER IN 0955 1010
MUNSTER IN 1025 1100
CHICAGO IL 1400

R599 (DAILY)
CHICAGO IL 1600
MUNSTER IN 1700 1730
DYER IN 1800 1830
ST JOHN IN 1845 1915
ROSELAWN IN 1945 2000
PARR IN 2015 2030
RENSSELAER IN 2045 2115
PLEASANT RIDGE IN 2120 2125
MONON IN 2145 2215
REYNOLDS IN 2230 2235
BROOKSTON IN 2245 2250
LAFAYETTE IN 0100

Q686
LOUISVILLE KY 2300
MITCHELL IN 0500 0600
WASHINGTON IN 0845 0900
E ST LOUIS IL 1800

Q370 (DAILY)
ST L GATEWAY IL 1200
HN CABIN YD IL 1300 1330
LEBANON IL 1400 1430
BREESE IL 1500 1530

FLORA IL
1615 1630
LAWRENCEVILLE IL 1730 1800
WASHINGTON IN 1900 1915
LAWRENCEBERG IN 0100
CINCINNATI OH 0230 0515
TRENT OH 0715
DAYTON OH 0845 0930
LIMA OH 1130 1200
DESHLER OH 1330
FOSTORIA OH 1435
WILLARD OH 1530

X-Northeasterner ALS crew operates train from Gateway Yard to HN Cabin.

Q371 (DAILY)
WILLARD WEST OH 1700
KELLAR SIDING OH 1745 1815
FOSTORIA OH 1845 1915
DESHLER OH 2010
LIMA OH 2140 2200
DAYTON OH 0030 0115
TRENT OH 0245
CINCINNATI OH 0400 0900
LAWRENCEBERG IN 1100
MITCHELL IN 1400 1430
WASHINGTON IN 1530 1545
BREESE IL 1900
HN CABIN YD IL 2200
ST L GATEWAY IL 2330

X-South westerner ALS crew operates train from HN Cabin to Gateway Yard

R372 (DAILY)
ST L MADISON IL 1700
WILLOWS IL 1815
AVISTON IL 1915 1930
BREESE IL 1945 2030
CARLYLE IL 2050 2055
SALEM IL 2115
FLORA IL 2200 2245
LAWRENCEVILLE IL 0015 0100
VINCENNES IN 0120 0130
WASHINGTON IN 0200 0245
MITCHELL IN 0415 0500
LAWRENCEBERG IN 0830
CINCINNATI OH 1030

X-Cincinnati 98

Q373 (DAILY)
CINCINNATI OH 1400
LAWRENCEBERG IN 1600
MITCHELL IN 1800 1900
WASHINGTON IN 2145 2200
LAWRENCEVILLE IL 2300 2330
FLORA IL 0115 0200
IUKA SIDING IL 0215 0230
SALEM IL 0245
CARLYLE IL 0345 0400
AVISTON IL 0500 0600
SUMMERFIELD IL 0630 0645
O FALLON IL 0745 0800
HN CABIN YD IL 0830
ST L MADISON IL 0900

X-South west 99

R374 (DAILY)
WASHINGTON IN 1130
LAWRENCEBERG IN 1730
CINCINNATI OH 1900

From R379 arriving Washington 1100

R379 (DAILY)
CINCINNATI OH 1630
TRAUTMAN OH 1800 1830
LAWRENCEBERG IN 1900
WASHINGTON IN 2330 0001
SALEM IL 0400 0700
WASHINGTON IN 1100

Turns back as R374 departing Washington 1130 same day.

Q564 (DAILY)
LOUISVILLE KY 0300
MITCHELL IN 0900 1000
WASHINGTON IN 1300 1400
IUKA SDG IL 1830 1930
HN CABIN YD IL 0100
ST L GATEWAY IL 0230

R565 (DAILY)
ST L GATEWAY IL 1900
HN CABIN YD IL 2000
BREESE IL 2145 2245
WASHINGTON IN 0215 0230
MITCHELL IN 0430 0530
LOUISVILLE KY 1130

R566 (DAILY)
LOUISVILLE KY 1600
MITCHELL IN 2300 0001
WASHINGTON IN 0145 0200
FLORA IL 0545
HN CABIN YD IL 1230
ST L GATEWAY IL 1300

Q647 (DAILY)
CHG CLEARING IL 2200
DANVILLE IL 0400 0830
EVANSVILLE IN 1530 1600
AMQUI TN 0045
KAYNE AVE TN 0130 0200
SMYRNA TN 0300 0330
WAUHATCHIE TN 1030 1100
GILSTRAP GA 1800
ATLANTA GA 1845 1930
MANCHESTER GA 2300 2315
FITZGERALD GA 0430
WAYCROSS GA 0730

R240
EAST ST LOUIS IL 1630
HN CABIN YD IL 1750
WASHINGTON IN 2150 2205
CINCINNATI OH 0305

From SSW/SP as NXEST

R241
CINCINNATI OH 0300
WASHINGTON IN 0815
HN CABIN YD IL 1245
E ST LOUIS IL 1300

To SSW/SP as ESMT

R553 (Daily)
ST L GATEWAY IL 0300
HN CABIN YD IL 0400 0430
BREESE IL 0530 0630
VINCENNES IN 1145
EVANSVILLE IN 1445 1530
LOUISVILLE KY 0245

New times effective 6/20 to avoid conflict with Q370.

Q564 (Daily)
LOUISVILLE KY 0600
MITCHELL IN 1200 1300
WASHINGTON IN 1600 1700
IUKA SDG IL 2130 2230
HN CABIN YD IL 0400
ST L GATEWAY IL 0630

New times effective 5/22.

R566 (Daily)
LOUISVILLE KY 1330
MITCHELL IN 2030 2230
WASHINGTON IN 0015 0030
FLORA IL 0315
HN CABIN YD IL 1000
ST L GATEWAY IL 1030

New times effective 5/22.

R645 (Daily)
CHICAGO IL 0800
DANVILLE IL 1300 1330
DICKASON IN 1400 1430
EVANSVILLE IN 2200 2230
GUTHRIE KY 0430 0500
AMQUI TN 0715
NASHVILLE TN 0800

New train.

