

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

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

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Our 27th Year

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Volume 27

July/ August 1995

Number 7

COMING EVENTS

August 19 & 20, 1995

Monticello Railway Museum - Caboose trains with the Chapter's Wabash Caboose #2824 added to the train.

August 26 & 27, 1995

Decatur, Il. - Decatur Train Fair, Decatur Civic Center 10-5 and 11-4, admission \$2.00

September 2-4, 1995

Labor Day Weekend - Antique and Flea Market in Downtown Rossville, Hoopston Sweet Corn Festival - Rossville Depot open each day, noon to 5 PM.

September 21, 1995

Monthly meeting beginning at 7:30 PM, Palmer American National Bank in downtown Danville. This is the first meeting after the summer break.

September 16 & 17, 1995

Monticello Railway Museum - Railroad Days - Special trains, motor car rides, equipment displays.

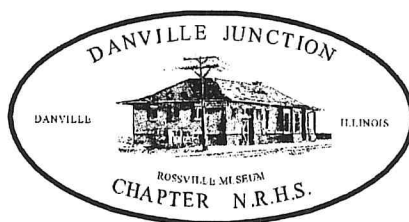
October 7, 1995

Monticello Railway Museum - Depot Days - The Wabash caboose owned by the Wabash Railroad Historical Society will be dedicated. Danville Junction Chapter caboose will be in the consist or on display.

NEXT MEETING

The next meeting will be held on Thursday, September 21, at the Palmer American National Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM. Enter at the east door and take the elevator to the second floor meeting room.

We have some new members for



the museum this month. Luke Janosik of Westville joins us. Luke is a model railroader, a student in Westville and a helper on his dad's farm. Grayson Warbritton of 1903 Meridian in Danville is a HO modeler and a student at Schlarman High School. Rae Follis of 12842 S. Clinton Street, Blue Island, IL joined after visiting the museum this summer. Rae is a travel agent in the Blue Island area.

The program for the September meeting will be given by Rick Schroeder. Featured will be the summer convention of the NRHS in Lancaster, PA as noted elsewhere in this issue. Want to see towers, vintage diesel, steam, narrow gauge, museums, depots or mainline freight? Be sure to attend this meeting and see a fine slide presentation of what you missed by not attending the convention.

DIAMOND THEFT

Art Purchase is a Board member and active volunteer at the Monticello Railway Museum. Since joining our Chapter, he's helped us in various activities. After our June meeting, he reported the following to Pres. Shannon:

The C&IM donated their X32-"Big Hook" steam crane to M.R.M. after retiring it. This crane assisted many railroads, after mishaps, all over Central Illinois. The C&IM was always glad to lend a helping hand.

The museum had expressed an interest in starting restoration, beginning this spring, and some of our members conveyed their willingness to assist Monticello.

Upon inspection a few days prior, it seems there's been "RAILROADIANA THIEVES" at work. Both large C&IM logos from the sides of the "Big Hook" have been stolen, as well as one of the smaller steel logos from the boom car. The large C&IM steel diamonds are 4 to 4 1/2 feet per side/ the smaller one 2 feet

ROSSVILLE DEPOT MUSEUM

This summer has been good so far, especially in the number of tourists we have each weekend. The new sign on Route 1, thanks to the Village of Rossville and member Bob Gallappi, has brought new visitors. On one Sunday your editor was manning the museum and three groups came in, all having seen the sign. Total sales of \$45 boosted our income. The next Sunday was the same story, sale included. Almost everyone that stops now has seen the sign and has not picked up brochures in the shops.

Thanks to all that have been manning the building this summer. Some work has been completed on the building at the same time. We have got the yard signs and switch stands painted, the building tuck pointed and some trim painting done. Many thanks to Bill Pearson for mowing the yard even though it didn't grow much in the heat this summer.

The Labor Day weekend will be upon us soon. That is usually our biggest weekend, especially with the flea market downtown and the sweet corn festival 5 miles north. We will need help each day so plan to come at least one day if possible. At times we have had 25 people in the building at the same time.

per side. These are extremely large 'souviners', and should be easy for railfans to identify. This theft was accomplished by 2 or more individuals, because of the difficulty in removing them, evidence at the scene suggests.

People who steal from museums are the kind of track scum that give all railfans a bad name.

If you spot these Chicago & Illinois Midland steel diamonds, Please - Dial 911, and then call the Monticello Railway Museum at (271) 762-9011.

Via C&IM Chapter Expediter

POINTS OF INTEREST: THE FLORIDIAN

Sixteen years ago The Floridian was discontinued along with four other long distance trains. Until currently, this was the largest termination of service to date. Even though ridership had increased, the train was evaluated as being one of the

greater money losers of the system. The last Floridian ran on September 30th, 1979.

In early 1990 it appeared that resumption of The Floridian was close at hand. So close in fact that a test train had been reported running on a new route via Atlanta, Georgia. Most felt that Amtrak would be able to initiate this new route in time for the 1996 Summer Olympic Games. Not only would the train offer an alternative mode of transportation to the Olympics but would once again be part of the popular Midwest to Florida travel market. Apparently the reported test train is as close as it came.

A newly reinstated Floridian via Atlanta would fill a tremendous void in the Amtrak system map. Today, Amtrak has no direct route from the Midwest to the southeast. If you live in Atlanta, Amtrak cannot take you directly southward to Florida nor northward to Chicago. Major cities such as Nashville, Tennessee and Louisville, Kentucky are void of Amtrak service. Neither have hosted passenger service since the termi-

nation of the Floridian in 1979.

The proposed route of The Floridian would directly serve cities with a population total of over 6.3 million people. Of these, 1.1 million have not had Amtrak service for the past sixteen years. None of these Midwestern or southeastern cities have a direct Amtrak route to Florida.

Via Reinstate The Floridian, support an expanded Amtrak

1995 EXCURSION OPERATIONS UPDATE

As you probably know by now, all three class 1 railroads in the east have closed the door to excursion operators. Conrail has not approved any excursion operations for several years and is not likely to do so now. The demise of the NS steam program has taken Norfolk Southern "... completely out of the steam train business..." according to Bill Schafer, Director of Strategic Planning at NS. Mr. Schafer's letter goes on to say that this includes "...steam locomotives furnished by independent groups operating on our track..." Obviously NS has done more than simply close the door... they have slammed it hard and bolted it shut.

Our hands are similarly tied on CSX, even though we have many friends there. The CSX legal department has top management convinced that steam passenger excursions are just so much nonsense that expose the railroad to potential huge liability losses without proper compensation for the risk involved.

One would hope that someday a management team that is not afraid of their past will move in at these railroads. It seems that the current corporate managers of the railroads are trying to ignore their own history, denying the tremendous role the railroads and the steam engine played in the development of this

country.

There are a couple of potentially serious problems plaguing us this year that are going to have a negative effect on the ability of any sponsor to operate a trip with us. We have to use both NS and CSX to move passenger cars and deadhead the steam engine to a short line. Neither railroad is in the mood right now to offer any "deals" on the cost of deadhead moves and car shipments. (We already have an "unofficial" quote from one of these carriers that stated they would be happy to move us anywhere we wished in deadhead service...at the Special Train Rate of \$52 per mile!) This means it is going to be very tough for a sponsor to bear the costs of shipping passenger cars, deadheading the steam engine and the other costs of operating a trip, and still be able to make a profit.

We have been in contact with our friends at the Paducah & Louisville Railway in Paducah, Kentucky and we are welcome to go back there this year. Complicating things somewhat on the P&L is the fact that the Kentucky Railway Museum will not be able to sponsor a trip out of Louisville this year. They are heavily involved in the completion of a new building (which replaces one that was seriously damaged in a tornado) and will not have the time to devote to running a main line trip. We will be talking with the NRHS chapter in Louisville about sponsoring a trip on the P&L out of Louisville, but we do not have any firm plans laid out with them yet. Down on the south end of the P&L, we have talked with the new NRHS chapter in Paducah, Kentucky about sponsoring a trip there. However, this is a new group, with only a small number of members. They have never run an excursion before, so progress here will be slow, as they learn what the steam excursion business is all about.

We have also talked with the Indiana Southern, a Railtex short line which

runs from Indianapolis to Evansville. They have opened the door to us, however the Indiana Transportation Museum already has trips scheduled on this line in late August. It remains to be seen whether they would be interested in using the 2716 on those trips.

1995 is going to be a tough year for us - no question about it. This is the first year in our 15 year history where we have no support from any class 1 railroad for any of our operations. And it comes at a time when we are in a very precarious financial position. However, if we can make it through this year, 1996 may hold the promise of being a bit brighter than we have been used to in recent years. We'll have more for you in the Summer 1995 issue of "Shortlines."

Via Fort Wayne Historical Society Short Lines

SANTA FE - BURLINGTON NORTHERN MERGER

On July 21 the announcement came that the ICC was going to approve the merger between the two railroads. The written approval, along with the defined rights of other railroads, would be issued sometime before August 23. How soon the merger will take place is not set yet but the railroads have stated that it will be complete by this fall.



Look for an announcement of the final scheme for the new corporation to unveiled soon. As with the Chicago and North

Western, better get your shots of Santa Fe power now. It won't be long and the green machines will invade the Kansas City to Chicago corridor.



1995 NRHS CONVENTION

By Rick Schroeder

As in previous years, Randy Rippey and I decided to attend this year's convention. This was the 60th anniversary of the NRHS and the convention was held in the founding city of Lancaster, PA. Also as usual we railfanned the first few days prior to the convention.

We started our trip early Sunday morning on the 25th of June. We had a planning session the week before and decided that we would go southeast toward West Virginia to visit the towers on the former B&O line west of Cumberland, Maryland as noted in a recent issue of *TRAINS* magazine.

We left I-70 at Springfield, Ohio and traveled along the former DT&I to Washington Court House, Ohio. We found Indiana and Ohio power plus grain elevator power, an Alco at Jeffersonville and CSX train #315 at Washington Court House. The trip proved great for depot photos also since most trains were not running on Sunday. South of Chillicothe we stopped for lunch along the former C&O line, and as usual, when we left and were traveling down the road a northbound coal train went by.

At Jackson, Ohio we shot the former DT&I station and shops along with a former C&O station. A Wabash caboose, now NW 562748, was south of the depot used now as a museum and for train rides. On to Handen we found Great Miami #20 (ex-NW 652) and #30 (ex-NKP 902). At Belpre, Ohio we found a B&O caboose and in Parkersburg, WV we spotted one CSX train parked for the day and several passenger cars on the former B&O high line just east of the river bridge.

Time was short so we elected to go straight toward Grafton instead of following the B&O line up the river

and then to Clarksburg. At Clarksburg we found the depot and our first tower, MD. Only two trains are run on this line now so business was nowhere to be seen. We ended the night at Grafton, a small town built on the hill sides of West Virginia mountains. We did catch an empty coal drag leaving town and of course it blocked the only other train we saw, the local. That night we went downtown and took some night shots of the tower.

I now have the DeLorme map system on CD-ROM. This mapping is great. We had 8 1/2 x 11 maps of the entire line enlarged to a scale that allowed to us read all roads and streams. This made it easy for us to follow the railroad by using the back roads. We missed the first tower

as we could not find the lane to the tracks. However, we did find WS tower at the west end of Kingswood Tunnel. This tower was not in the article. We crossed the mountain to Tunnelton and shot the depot and freight house, still intact. From there we followed the tracks until we had to turn south to get around some mountains. The map showed a county road marked "Frog Hollow Road" along with a county number. The road was paved, 12 feet wide, then gravel, then rock only 8 feet wide and downhill. We kept going, could not turn around, and descended at about a 15% grade for 2 miles. It got worse and we really questioned our choice. But as luck would have it, it came to civilization and we found the railroad again, just like the map showed.

From there we went to Rowlesburg and got photos of the small frame depot. The nearby yard had tower MK at the west end and several units on the ready track. A long single-lane steel bridge spans the yard. From there we traveled to Terre Alto and CA tower, located on the south edge of the business district.

Oakland, WV is worth the visit if you are in the area. The depot was built in 1884 and is typical B&O style with the pinnacle roof above the operators bay. CSXT maintenance of way still uses the building. Mountain Lake Park has PK tower and a depot, which is now used for a business. Altamont, AM tower, is still open and we found the operator to be very friendly. We ate lunch across from the tower and when #317 was about 10 minutes away we were notified by the operator. We got a great shot of the train cresting the top of the Allegheny grade with one SD-50 pushing was at the end. On to West Keyser and Z tower. This is an Armstrong lever tower and the helper was just returning to the ready track to prepare for the next westbound.

We arrived in Cumberland in the early afternoon and decided to venture north along the mainline to Sand Patch Tunnel. At Hyndman we found Q tower and a friendly operator. North of the tower in the small town are two cabooses and a former B&O observation car. We took the back roads to Sand Patch and just missed a eastbound drifting downgrade. At Sand Patch we found another friendly operator and a railfan from South Carolina. We caught two eastbound trains, one cresting the summit, before darkness fell.

The next day was the Western Maryland Scenic Railroad trip to Frostburg. We visited ND tower at Viaduct Junction, the point where the Grafton lines splits from the Chicago line. Several units were in the area and after shooting trains around the Amtrak station we went south to Mexico tower located at the east end of the big Cumberland yard.

At 10 AM the busses arrived from Lancaster with about 300 NRHS members. Time was spent at the depot and at 10:30 the train pulled in under steam. We left at 11 AM



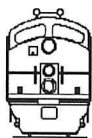
and started upgrade on the former Western Maryland. We had a great run by at Helmstetlers Curve and then on to Frostburg for lunch and to turn the engine in the rain. The last leg of the trip was about 2 miles of 2.4 percent and with the sanders plugged we tried twice to make the grade. After cleaning the sanders we made it to lunch, about 2 hours late. We strongly recommend the trip if you are in the area. After return to Cumberland Randy and I headed east to Lancaster. We stopped at the last B&O tower at Hancock. There were others we wanted to catch, but time was short and it would be 9 PM before we reached Lancaster.

On Wednesday the first trip of the day was on the Wilmington and Western. We traveled to Greenbank NJ by bus and boarded the train powered by No. 98, a classic 4-4-0. The railroads SW-1 was booster power on the rear of the train and a ex-Pennsy gas electric car followed us out. We traveled the 10.2 miles to Hockessin traversing some beautiful scenery and passed some very old areas of the country. A photo run by was made with the steam engine pulling the train, followed by the diesel and then the gas electric. We were on time as we left the W&W and headed for the Queen Anne's Railroad in Lewes, Delaware. We arrived two hours later at 12:30 and boarded the train powered by #3, a 0-6-0 tank engine built in 1943 with diesel helper on the rear. We traveled the 8.7 miles to Harbeson and had two runbys on the way. The steam engine was run around the train, the diesel was also, and we returned to Lewes on time. Though 10 mph track the ride was interesting and enjoyable.

That evening there was a grand reopening of the depot at Lancaster. The NRHS presented a plaque and a new station sign was unveiled. There were food and drink and displays of historical groups and local industry. A night photo session

was held using old cars outside the depot.

Thursday was a trip on the Reading and Northern Railroad. Our train was powered by two FP7's #902 and 903, restored by the Lancaster and Philadelphia Chapters respectively. We left West Leesport at 9:00 AM and had our first run by at Port Clinton. The run by consisted



of our train and a freight powered by two R & N diesels. They were then added to our consist to help us up the grades to Mt, Carmel Junction, a total trip of about 60 miles. This line goes west through the area of present and former anthracite mines. Another run by was held and we encountered two tunnels on the route. At the end of the line the idea was to run the two R&N diesels around and place them on the rear, then put the FP7's on the head end again. However, the fuel filters plugged on one and a brake problem sidelined the other. The decision was made to return with the R&N motive power. At Port Clinton the FP's were set out. We were running late and the crew was on short time. To make it to West Leesport we traveled slightly over the 28 mph limit (double).

Randy and I had chosen the night photo session at the R&N and part of the session was a visit to Reading Railroad Historical Society museum. They have about 20 pieces of equipment, all obtained in the last 5-7 years. After dinner we traveled to the diesel house at Port Clinton. We got night shots of the FP7's with Blue Mountain and Reading #425, the F's by themselves, and a Reading and Northern switcher under the sand tower. Return to Lancaster was around 1 AM.

Friday was an off day. There were seminars at the hotel and at the Strasburg complex. Randy and I decided to sleep later than usual and drive to Strasburg. At the

Strasburg Railroad we rode the train complete with photo runbys. The Railroad Museum of Pennsylvania is outstanding with the new east wing now open. If you miss this location on a vacation out east you really don't like trains. Another feature at Strasburg is the tower that the members of the Lancaster chapter are restoring. To date about \$100,000 has been spent on the building. In the afternoon I attended the annual Board of Directors meeting while Randy attended additional seminars at Strasburg.

In the evening we attended the annual banquet. There we met our friends, and Danville members, Carol and Dave Leider of Chicago. The dinner was good, however, someone didn't eat all of her green beans. This made quite a scene at our table. The program was a 3-D slide show of vintage steam and diesel along with more modern trains. With all of us sitting around in 3-D glasses we looked like a crowd from the 1950's. The program was most interesting and many of the slides really "jumped out" at you.

Saturday was the dedication of Steamtown in Scranton, PA. Departure was early at 6 AM with departure from Cresco three hours later. Carol and Dave met us at the station. The train was almost 2 hours late due to a derailment in the Steamtown yard. Our train was powered by three diesels on the inbound trip. We arrived only 30 minutes late and just in time for the dedication festivities. About 10,000 people were on hand, complete with live television coverage. The first ceremony was the parade of steam engines, a total of 5 were ready for the run by. The second ceremony was the ribbon cutting at the former roundhouse. We spent the rest of the day touring the facility. Every building was open in the former Lackawanna facility. At 3 PM a train left for Moscow with the Chinese steam engine followed by a Susquehanna E-9. At 4 PM our train

departed with Milwaukee #261 on the point. While Randy, Dave and I photographed the 261 backing onto the train Carol got to the head of the line and got us seats in the first open car, the second behind the engine. (Great job Carol) These were the best seats for the climb out of Scranton (1% plus and tunnel). We met the other train east of Scranton and then had two runbys in remote locations. Running 50 mph we made it back to Pocono Summit and returned by bus to Lancaster. The last run gave us the feel for main line steam again.

Sunday was a trip on the Philadelphia transit lines. Randy and I decided to miss this trip and visit the East Broad Top Railroad and Horseshoe curve on the way back. The EBT had #15 steamed up and we shot the train at the depot and then on the run north of town. We arrived at the new facility at Horseshoe Curve around noon. As we neared the facility the road was partially blocked by crews loading a trailer. We found out there had been a derailment at the curve.

After parking and walking up the stairs (there is a vehicular incline if you so desire) we caught the end of a downgrade train and noted the derailment had wiped out track No. 1. One piggyback car with trailers split open was laying near the visitors area. (See article about TV-22 this issue) The site is great for train watching. The trees have been cut far around the curve and you can watch trains for 10 minutes or so. With the end of the day approaching we decided, at 3 PM, to head for Indy and Danville. 1700 miles later I was home, tired, but ready to look at slides of the trip.

After reading the article I'm sure you will want to see the slides. See



you at the September meeting.

*Interesting story by Bill Dunbar
(Morse Telegraph Club)*

*Date: Wed, 5 Jul 95 11:26:45 CDT
wkddunbar@heartland.bradley.edu (W
K Dunbar)*

VISIT TO PRR HORSESHOE CURVE:

Paul Roady and I had a nice trip to Pennsylvania where we took part in a Morse demonstration for the National Railway Historical Society at Penna. State Railroad Museum. We saw Horseshoe Curve on the way out. Boy, what a great experience that was!

Next day we expected to meet MTC member and Conrail Rules Examiner, etc. Abram Burnett. He looked for us in Lancaster, where the convention HQ was, while we looked for him in Strasburg, so we never met. When I got home an E-mail from Abe was waiting, as follows:

Well, I missed you today. Hung around until mid-afternoon, even though the registration lady told me that the only registrant from Normal, Ill. (by the name of Godhart???) had cancelled, and I guess that included you, too. Got back to the office about 4pm, and was just preparing to leave when the Chief Dispr ran in and told me we had a big wreck on Horse Shoe Curve. TV-22, the Chicago-Baltimore truck train, ran away and splattered the rear half of his train all over creation.

When I left the office, an hour ago, they had just found an angle cock turned behind the 9th car (but a number of the first 9 cars were five-bagger spine cars). TV-22 had stopped at Gallitzin to set his brake (as the policy on eastward trains at the top of the Mountain), and apparently someone crossed the cock while he was stopped. The train went around Horse Shoe Curve between 49 and 50MPH -- and the speed on the curve is 20MPH for slow-freight and 23MPH for "fast

freight"! The engs made it around the Curve, but about half-way back in the train a car tipped over. Nine spine-cars (5 platforms each) went every which way, and the tracks blocked. The Horse Shoe Curve National Park called almost immediately and said they heard trees being knocked down and railroad cars going over the bank, looked out their window, and saw the train going by in two pieces. The head end stopped 3 miles and 20 car lengths east of the curve.

Hulcher, the wrecking contractor we use, took 5 hours to get there, and it will be late tomorrow before we get a hole punched thru. #41, the *Broadway Limited*, was stranded at Harrisburg, and we called a crew to take it to the CSX at Hagerstown, but the CSX would not. So we put another crew on it to take it to Washington to operate over the B&O main line. Those poor people on the train will get to Chicago about two days late.

Here's the tape of the radio conversation between TV-22 and the operator at Alto tower in Altoona:

TV-22: "Emergency, Emergency. TV-22 is in emergency at Horse Shoe Curve and Running away.."

Alto: "Roger, TV-22."

TV-22: "Emergency, Emergency, Emergency. TV-22 to Alto."

Alto: "This is Alto. Yes, I understand you're in emergency."

TV-22: "But you don't understand, Alto. We're in emergency AND we're also running away!"

Alto: "Roger, TV-22 is in emergency."

TV-22: "Alto, our train is both in emergency and running away,too!"

Alto: "Oh, good grief! Alto to Mail 3 -- stop your train and get off the engine immediately. Alto to the yard shifter: clear the main line at Altoona immediately. Hello Yard-master... Hello Train Dispatcher..."

Hello everybody: TV-22 is running away on the Mountain!"

See what you missed by not coming down for the convention? Oh well, perhaps we can make the next scheduled meet, but without all the excitement. By the way... no Morse instruments for sale at the NRHS vendor's room.

Having just visited the site, Paul and I could easily visualize what happened. I'll bet there were some trainwatchers there who will never forget their visit!

73, Bill Dunbar

SOME TRACKSIDE INFORMATION FOR GALESBURG:

On the **Burlington Northern**--Amtrak times. The *Illinois Zephyr*, eastbound Monday through Saturday #348 (#1348 as referred to by BN) 7:40 a.m.; Sunday #346 (#1346) 8:55 a.m. Westbound daily #347 (#1347) 8:36 p.m. Consist is usually a single F40PH and a mix of 3 to 5 Amfleet or Horizon fleet cars. The *California Zephyr* eastbound #6 (#1006) at 12:55 p.m. Westbound #5 (#1005) at 5:44 p.m. usual

consist is a pair of General Electric "Genesis" units, 4 MHC cars and 10 Superliner.

A few frequencies to scan to hear the BN action: Aurora to Galesburg, 161.385; Galesburg to Peoria, 161.385; Galesburg to West Quincy via Bushnell, 161.100; Galesburg to Burlington, IA, 160.695; Galesburg to Savanna, 161.415; Galesburg Yard, 160.875.

Santa Fe: Amtrak The eastbound *Southwest Chief*, # 4, makes its stations top at 11:30 a.m., westbound counterpart #3 at 8:19 p.m. Consist is usually a pair of "Genesis" units, 4-5 MHC/baggage cars and 10 or so Superliners. Freight Notes: Daylight east bounds predominate but at least three afternoon westbounds can be expected. The "Mail Train", Q-NYLA, is ordered out of Corwith (Chicago) daily at 10:00 a.m. The train leaves around 11:00 a.m. and is through Galesburg at 1 or 2 p.m. Train #199 is ordered Corwith at noon, makes a pickup at the Willow Springs United Parcel Service facility and passes through Galesburg around 4 p.m. Train # 198 is about 3 hours behind #199 (7 p.m. or thereabouts). Times can vary greatly on a day-to-day basis!! Santa Fe uses

160.650 from Chicago to Fort Madison, IA and 160.560 from Fort Madison westward.

Southern Pacific: SP uses BN trackage rights from Chicago to Kansas City. Trains through Galesburg run on the "Quincy Main" along the east side of the yard. They go south through Bushnell to West Quincy and then on to Kansas

City. Westbound CHLAX (Chicago to Los Angeles intermodal) and CHLBT (to Long Beach, CA stacks) tend to get out of Chicago in the morning and pass through Galesburg in the mid-to-late morning. Merchandise train CHROM (To Roper Yard-Salt Lake City, UT) leaves Chicago around noon and rolls through Galesburg in the afternoon. Eastbound counterparts LACHX, LBCHT and GJCHM (from Grand Junction, CO- merchandise) plus an occasional CICHX (City of Industry, CA-intermodal) show up. No predictions on the eastbound trains' times through Galesburg.

Via North Western Limited

CONRAIL

Conrail last month gave stockholders a summary of its latest strategic business plan, which stresses the need to at least recover the cost of capital to replace assets as they wear out. The cost is now pegged at 11 percent but last year Conrail earned only a 9.8 percent return, which is the company's "underlying weakness." The plan also explains the "Big X" strategy which may result in the sale of lines not a part of its high-density east-west routes.

The summary points out that only 29 percent of Conrail lines carry over 20 million gross tons per year, versus an average of 39 percent for other major U.S. railroads, while 45 percent of CR lines carry five million gross tons or less versus 33 percent for other railroads. More than half of CR's 19,000 track miles are off the big X. Studies will also be made to determine if Hollidaysburg car shop and Juniata shop should be sold.

Conrail and Norfolk Southern last month introduced a new intermodal service along the eastern seaboard, which includes new trains TV-213 and TV-214 operating between North Jersey and Atlanta, GA via Hagerstown. When double-stack

Southern Pacific #149 leads #146, new C-4400AC's on a coal train into Springfield, Illinois on June 15. The train has just come through the Iles Interlocking on its way to N. Springfield and delivery to the C&I.M. Photo by Rick Schroeder



clearances are completed, the trains will run via Norristown and the new Wood connecting track in Lower Bucks County. Catenary wire at West Trenton must be raised before stack trains can operate there, and work is still ongoing in the Black Rock tunnel near Phoenixville and on the Lehigh Line in North Jersey. Conrail has eliminated its network of once-a-week special trains for high-and-wide loads.

Conrail moved SD60I #5623, fresh out of Juniata, to Strasburg for display at the museum during the Railroaders' Hall dedication last month. It was posed with the operating John Bull replica. Delivery of the SD60's will continue through August, with the original number of 90 units still apparently to come. A total of 43 assembly kits have been furnished by EMD to Juniata. Delivery of 28 SD80IAC units should begin in October. In spite of reports to the contrary, no further orders have yet been placed by Conrail. Conrail GP38-2 #8100 derailed at Lansdale on May 23 while working a local freight. The fuel tank on the unit was ruptured and some 500 gallons of diesel fuel spilled, necessitating a cleanup. No SEPTA service was affected.

Via Cinders

INDIANA RAIL OWNER ON TRACK TO BIG PAYOFF FROM BUY OUT

Tom Hoback's decision to ignore his high school guidance counselor's advice and pursue a career in railroad transportation is about to pay off big.

CSX Transportation Inc., the nation's second-largest railroad, has purchased 40 percent of the stock in Indian Rail Road Co. And CSX proposes to buy another 40 percent. Hoback, who bought the moribund Indianapolis railroad in

1986 and has since quintupled the amount of cargo it carries, owns all the stock shares.

"They are an extremely well run company," CSX spokeswoman Kathy Burns said of Hoback's railroad.

Hoback will remain at the helm of Indiana Rail, which works its way from Indianapolis south to Bloomington and west to Sullivan, Linton and into Newton, IL. The 75 employees will remain on the payroll of Indiana Rail, not CSX, because the deal is a transfer of stock, not assets of the railroad.

Because Indiana Rail is privately owned, neither Hoback nor CSX has disclosed how much will be paid for Hoback's stock. But he and partners paid \$5.3 million for the railroad in 1986, when it was smaller and producing much less revenue than today.

"CSX intends for us to remain an independent, standalone company," Hoback said.

This is one of the few times in recent years that a Class I railroad, the classification given to the nation's big railways, has bought a section of line that had been given up.

Hoback and his partners, whom he has since bought out, purchased 117 miles of track in 1986 from Illinois Central Gulf Railroad. It was in poor shape - a 1978 safety inspection found 800 violations in one 13 miles stretch of track - and didn't carry the amount of cargo that major railroads considered necessary to earn a profit.

They named their venture Indiana Rail, and in 1990 bought another 45-mile stretch from Sullivan to Newton, IL. That gave it access to an oil refinery and a candy factory in Robinson, IL. And tied it in better with rail lines coming from the west.

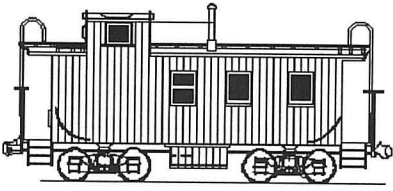
In 1985, the last full year of Illinois central ownership, the line gener-

ated 12,000 carloads that included one million tons of coal. More than 90 percent of its business was for a lone customer, Indianapolis Power & Light Co. plants, that drew coal supplies from southwest Indiana coal mines.

In 1994, Indiana Rail generated 60,000 carloads of freight and carried 3.5 million tons of coal. And IPL accounted for only one third of its business. Lumber and petroleum products have become big sources of revenue

Via AP

(Ed: Last year CSX purchased control of the TransKentucky Railroad, former L&N line)



WHEEL REPORT

ILLINOIS CENTRAL: Illinois Central says that its 20 SD70's will be numbered in the 1000- series. Previously the 7000- series was thought to be the slot for these units.

SOUTHERN PACIFIC: Their AC4400CW's are on the property. The units are being delivered in Chicago and run west from there. On 5/28 SP haulage train CHROM had 171 & 168 for power. Several of the new units are running into Springfield on the coal trains that are delivered to the C&IM. Others have been seen running north to Chicago.

WISCONSIN CENTRAL: WC reportedly renumbered their ex-ATSF FP45U #91 to 6633.

SUSQUEHANNA: Their three new SD70M's have left VMV in Paducah, KY. The units, numbered 4050, 4052, and 4054, were delivered to the Susquehanna in early July. The

4052 made a side trip to Chicago and was spotted by your editor (and photographed) sitting in Calumet Yard.

RAILFAN PLATES At the convention this summer Randy and I spotted several license plates that rail fans have placed on their vehicles. The best, of course, was **1 RRFAN** from yours truly. Also from Illinois was **RRLOCO 2** and **GN RY**. From Pennsylvania we spotted **LI RR**, **DH LV EL**, and **NRHS**. I'm sure there were some others but those were the ones left on Sunday morning. It would be interesting to get a listing of all license plates that railfans use. In Illinois there is a car plate that is **RRFAN 1**. Mine is a truck plate, thus the one comes first.

EASTERN ILLINOIS RAILROAD - The EIRC is getting another locomotive. The new unit will be an ex-IC GP-10, No. 8089. The unit will be delivered sometime this summer. The railroad is also considering building an engine house to protect the two units. Recent vandalism is the main reason for protection. *Via Neal and Doug.*

WABASH NATIONAL

Wabash National Corp. has made the first sale of a rail and truck cargo carrier designed to get automobiles from factory to showroom with fewer dings and dents.

The Lafayette, Ind., based transportation equipment maker said a jointly owned subsidiary of Conrail and Norfolk Southern, two of the biggest railroads, has decided to buy 20 Auto-Railer trailers. The containers provide fully enclosed transport of automobiles from their point of origin to the dealership.

"The cars won't get spray painted and they won't get rock chips," said Steve Thomas, a securities analyst at Redwood Securities Group in San Francisco. He said the initial order, while small, could be the tip of the iceberg for transporting mil-

lions of cars every year from manufacturing plants or ports of entry to car dealers.

Experts believe automakers spend \$5 billion each year getting their cars to market. Jerry Ehrlich, President of Wabash National, said automakers are wanting three things: speedier delivery, decrease in damage to vehicles en route and a decrease in transit costs.

The Auto-Railer allows cars to be driven-on at a factory or wharf, and then the trailer can be loaded onto a train or truck. The vehicles are enclosed, so there's no worry of damage from rock chips or dust.

The Auto-Railer also is sized to accommodate other types of cargo. That means it can produce revenue in both directions, not just one, as is often the case with specialized cargo carriers. The company is negotiating with other railroads about Auto-Railers.

Via Dayton Ties & Tracks

RAILROAD DIGGINGS

Garysburg, NC - state archaeologists have confirmed that a steam engine, possibly dating back to the 1870's, lies a few feet beneath the intersection of US 301 and North Carolina 186. This autumn it is hoped to recover what may be the oldest locomotive in the state.

How did it get there? According to Steven Ward, chairman of the Weldon Railroad Museum Foundation, the story goes back to 1933. Road

crews were widening Highway 301 starting at the Virginia border and when they reached Garysburg they found the locomotive in the right-of-way. Apparently used on one of the state's first railroads, it was later used to haul logs. When the logging company went out of business, the locomotive was left to rust. The state couldn't get the last owners to move the engine but they secured a court order giving them permission to dispose of it. A former worker in North Carolina Highway Department said they couldn't move it, so they dug a pit and buried it!

Via NRHS News

SUMMER ISSUE?

Do you remember reading in the last issue the statement from the editor "there won't be an issue in July or August because of work schedule". What happened is your editor kept getting articles and decided you needed up-to-date news. There will be a September issue, on the normal schedule. Work has been busy, but I enjoy publishing and thought the members were deserving of a summer issue.

Southern Pacific AC-4400CW #236 waits at NS Calumet yard in Chicago on June 13 for delivery to the SP. Sister #238 is behind her. Photo by Rick Schroeder

