

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

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

OFFICERS FOR 1992

Our 24th Year

PRESIDENT: Dave Sherrill
SECRETARY: William Darnier
NATIONAL DIRECTOR: R. M. Schroeder
MUSEUM DIRECTOR: Doug Nipper
EDITOR: Richard M. Schroeder
P.O. Box 1013
Danville, IL. 61834-1013

VICE PRESIDENT: Doug Nipper
TREASURER: Allen Cooke
PROGRAM CHAIRMAN:
HISTORIAN: Jesse Bennett
PUBLISHER: Allen Cooke
Cooke Business Forms, Inc.

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

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COMING EVENTS

June 18, 1992

Regular monthly meeting at new location, PALMER AMERICAN BANK, DANVILLE, IL, in downtown, beginning at 7:30 PM.

June 21, 1992

Father's Day Blue Grass at Monticello Railroad Museum.

June 13/14, 1992

Chicago NRHS trip with N&W J-Class #611 to Ft. Wayne, IN and the Germanfest.

June 23/24, 1992

Roanoke Chapter Independence Limited '92, in Danville the night of the

23rd. Danville Chapter ticket agents for Danville area. See attached flyer for details of times and prices.

June 28, 1992

Model Train Show and Swap Meet along with Toy and Baseball Card Show, Georgetown Fair Grounds, Georgetown, IL.

August 15 & 16, 1992

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

NEXT MEETING

The June meeting will be held at the Palmer American Bank in downtown Danville. The bank is located in the center of town at the southwest corner of Vermilion and Main Streets, just east of the Civic Center. There is ample parking at the bank and you enter through the East door. Take the elevator to the second floor. We will meet at the usual time of 7:30 PM. Discussion will include the proposed steam trip on Norfolk Southern this summer. We will discuss assignments for selling tickets and helping the Roanoke Chapter at that time.

If all goes well, Rick Schroeder will present the program. The comple-

tion of the rail project at Alton will be featured along with rail photos from that area.

We welcome new members to the Chapter and the museum. **Robert Gibson**, 214 Fourth Ave., Princeton, IN is our newest long distance member. Bob is one of the founders of the C&EI HS and known by many of our members. Bob said he probably can't make it to many meetings but felt closer to our chapter than any other, especially with his ties to the C&EI. **Rick and Phillip Stacy** of 118 W. Attica, Rossville, IL are our newest museum members. Both are model railroaders and Phillip spends many a Saturday and Sunday at the depot. Rick is a mail-carrier in Rossville. We welcome all of them to the Chapter.

DANVILLE INTERLOCKING

As you have been reading, the Danville interlocking, known to us as North Yard, is in the process of being automated by CSXT. At the present time the plans are for the cut-over to be **July 14, 1992**. It seems like only a short time back that the first word came out that the interlocking would be changed, and it is almost time now.

Recently CSXT had a meeting with representatives of Conrail and Norfolk Southern to go over the proposed changes and the cut-over date. Last year Norfolk Southern became aware of the changes that were in the planning stage but apparently did not consider the crossing to be a severe problem once the changeover was made. The Assistant Division Superintendent visited North Yard prior to the meeting. He learned in a short time the problem that NS will have in both interchange and running trains.

Apparently the meeting brought about some requests by NS for changes in the work being done at

the interlocking. Also, NS is looking at signaling the double track for train control operation (now automatic block section). Cost and time may be a factor in not completing this work. From what we hear NS is now scrambling to get work done prior to the cut-over.

CSXT will control the interlockings similar to what the operator at North Yard does now. In fact, the control will be exactly the same. Neither Conrail nor NS will have any control on the interlocking by approach sections as is the case in most automatic interlockings. This is not to be an automatic interlocking but man controlled by the dispatcher in Jacksonville, not the operator in Danville. An interesting item has come to light in regards to Jacksonville. Apparently the tapes for running North Yard from Jacksonville will not be ready for a few months and may not be ready for the July 14 date. However, the word has come that the cut-over will go through, tapes or not.

A recent conversation with the Yard Master at Brewer indicated that even yard engines will be delayed at North Yard. He expects that once his engine gets into the yard they will have a difficult time getting out, the same goes for NS as well. With a dispatcher overloaded Danville is sure to become a bottleneck soon.

Prior to the July date, around the first of the month, CSX will suspend the signal system between RB Junction (south of Brewer) to milepost 117, north of Danville. During the 15 days the system is down they will install electra-code and test the new controls. A switch tender will be used to control part of the switches at Danville for train operation. DTC blocks have been set up for movement of trains with the shortest being Cory, the area between N. Yard and Cory at Bowman Avenue. Needless to say, the operation will be slow in Danville. We will keep you posted on the events to come.

SANTE FE 1992 TRACK IMPROVEMENTS

In 1992 the Sante Fe plans to spend \$137 million, up from \$122 million in 1991, in the maintenance of way area. New rail will account for \$50.9 million, ties \$29 million and the rest in surfacing both new and existing rail miles. Of the new rail 50 miles of CWR will be installed as well as 34 miles of premium, head-hardened rail for curves.

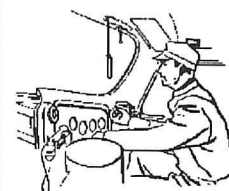
In the area of additional track, Sante Fe presently has some single track district on the Chicago to California race-track operation. Plans call for adding sidings in those areas and in some cases bringing other sidings together to form a new double track section.



At the present time the railroad is proceeding with the \$70 million facility to serve the United Parcel Service hub at Willow Springs, Illinois, site of a former GM plant. They are expanding the intermodal facility at Hobart Yard in Los Angeles and in Dallas they are relocating the railroad to make room for DART, the Dallas rapid-transit system.

The Sante Fe, like many railroads, has found that maintenance is the key to moving the traffic on time. This is a must in today's competition.

Excerpts from interview by RT&S of Mike Franke, Sante Fe chief maintenance officer.



SANTE FE DITCH LIGHTS

In 1991 the Sante Fe began a Quality Improvement Program by which employees sent in requests that they believed would improve the quality of the railroad. Over 260 have been received to date with many in place on the system.

A recent request by an employee to add ditch lights to all locomotives has been acted on by the railroad. Beginning in 1992, an additional 135 locomotives will get ditch lights that were on the roster prior to 1990. All new power ordered after that date has been equipped the additional lights for safety.

In addition to the ditch lights, additional walkway lights and lights to light up the Sante Fe logo have been added to locomotive #551. This unit has been placed in service and will be evaluated before additional locomotives are so lighted.

Via Sante Fe News April 1992

CONRAIL, BN REPORT SHARP EARNINGS HIKES

The first three railroads to report first-quarter earnings this year have demonstrated the leverage that comes with tight cost controls.

Consolidated Rail Corp. earned \$38 million, or 77 cents a share, on revenue of \$798 million. The Philadelphia-based carrier earned \$18 million, or 35 cents a share, on \$755 million revenue a year earlier.



Illinois Central Corp. earnings before the cumulative effect of accounting changes increased 38% to \$21.2 million, or 50 cents a share, compared with \$15.3 mil-

lion, or 43 cents a share, in the same 1991 quarter.

Burlington Northern Railroad had a net income of \$80 million, or 91 cents a share, compared with a loss of \$8 million a year earlier. The Fort Worth, Texas-based railroad had record first-quarter revenue of \$1.19 billion, compared with \$1.13 billion a year earlier.



Operating income soared to \$148 million from \$50 million in the 1991 quarter.

Illinois Central operating income was \$42.6 million, compared with \$36.89 million a year earlier. Revenue of \$138.7 million in the quarter was essentially flat. IC had \$138 million in revenue in the same quarter of 1991.

Conrail revenue climbed 5.7% on a freight traffic volume increase of 8%. James A Hagen, chairman, president and chief executive, cited a drop of nearly 30 cents a gallon in diesel fuel prices in the company's improvement.

Traffic increased in each of Conrail's major marketing groups in the first quarter. Cyclical commodities are among Conrail's biggest, and the gradual ending of the recession was obvious in the carrier's results.

Automotive traffic increased 22. % and metal sand related products were up 19.4%. Intermodal freight was up 7.6%, despite a strike at many Conrail terminals which cost the company about 3,000 units. Coal volume increased 5.5%. Other commodity groups were up slightly; chemicals and related products, 2.1%; forest products, 1.8%; and food and grain, 0.9%.

BN's quarter was aided by a \$47 million non-operating credit from a reimbursement of attorney's fees and costs and a portion of the costs of a litigation settlement with Energy

Transportation Systems Inc. over a 1980's attempt to develop a coal slurry pipeline venture.

Illinois Central said it managed to put in modest price increases that led to the small revenue increase on flat traffic. Gains in coal of 7.6%, paper of 5.6%, and grain mill traffic of 5.7% offset declines in chemicals of 1.6%, grain of 1.5%, and other traffic.

Interest expense fell at all three carriers. BN and IC both reduced debt last year. Burlington Northern sold new common stock and lowered its long-term debt. Illinois Central restructured last July and obtained lowered debt levels and interest rates.

The company said the March decision by its creditors to drop the designation of loans to the railroad as a Highly Leveraged Transaction helped lower interest rates.

At a meeting in New York with securities analysts, Mr. Hagen of Conrail said the railroad was raising its 1992 forecast from 2.5% traffic growth to a 2.5% to 4% range.

Via The Journal of Commerce

ALTON

Finally finished

As most of you know, I have been involved with the Alton, Illinois relocation project for the past two years. Due to many delays, some due to IDOT and most due to the contractors involved, the project is one year off schedule.

However, by the time you read this we will have (I hope) Norfolk Southern completed and all trackage in service. All three tracks have been moved about 1 block south over a distance of one-half-mile and the area will be cleared soon to allow construction of the approaches for the new Mississippi River bridge.

All that is left is completing and connecting the Southern Pacific part

of the project. This is scheduled sometime after June 8.

A few months back I presented the program at the meeting showing construction of the trackwork at Alton. This month I will show some of the completion work and how the railroad connects the trackwork in only 8 hours. Included will be shots of the track from 8 stories up plus the new cable-stay bridge being constructed across the river.

Over the past month I finally got to ride the 6:30 Federal job to the ADM facility. The new trackwork is quite different than the former existing track. The new facility includes a new "Outer Siding" for additional car storage, a new lumber unloading track that is in service; the Mainline and the "Highline" that will be used for empty cars coming back from ADM. The mainline is all 132# rail with 115# rail on all other track.

Will I miss working in Alton? Not really. I enjoyed the project, what railfan wouldn't, however the drive is getting old and the fact the project has taken so long to complete has made it lose some interest. I hope you are able to attend the next meeting and see a program on completion of the project.

Rick

CSX NEWS

New CSX dispatching center? Yes, it is true. CSX Transportation is working on plans for a new high-tech centralized dispatching center near Jacksonville, FL. The technology at the current \$23 million Kenneth C. Dufford Transportation Center is now nearly four years old. Replacement bulbs for the back-projection track overview are no longer available, and other components face similar replacement problems.

The offices of the RF&P and the P&LE will be moved to Jacksonville later this year along with other small centers still out on the system. The

RF&P was implementing a new CTC system when CSX acquired them mid October 1991, but that brand new system will be superseded upon completion.

The Piedmont Flyer via the Coal Bucket

With the addition of the C40-8's over the past few years CSX has a roster similar to the Union Pacific. We are now seeing more of the new power on trains in our area and a loss of "normal power" in the area. On May 24, almost all trains had the new power. Q592 had the 7704 and 7611. Q647 had 7696 and 7613, Q648 had the 7739 and 7725. Of the pig trains R123 had the 7509 and 7605 while R122 had the 7698 and 7755. Some strangers snuck in with Q595 sporting 8580 and 8587 on the point. The last train of the day was the ore train K312 with 7588, 7565 and 7668. It used to be a great thrill to see the new power, but now it has become "boring".



Speaking of the ore trains, the routing of the Wisconsin Central trains is from Mouiron, MN on the DM&IR to Chicago via the WC, then to CSX and Birmingham where the Birmingham Southern takes the train to the USX plant at Fairfield, AL. The trains are averaging about 5 per week with some coming off the Chicago and Northwestern in addition to the WC and BN.

Recently CSX and Union Camp Corporation developed a car specifically for hauling tree-length wood to paper mills. The car was developed in response to trends in the pulpwood industry that encourage paper mills and pulpwood producers to start using longer lengths of wood.

In 1988 a 70 foot bulkhead was

converted by CSX and placed in testing service. The cars carry 100 tons of tree-length wood allowing more economical transportation of the product. Following the testing CSX ordered a 100 car fleet to be placed in service to serve the industry. From June 1, 1991 to March 15, 1992, CSXT handled 2,050 loads - traffic that was taken away from the truckers.

Via CSX Midwest Report.

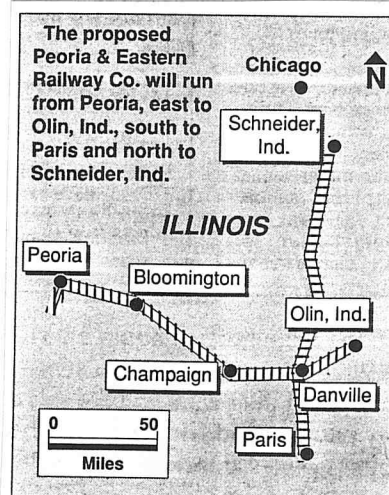
PEORIA AND EASTERN RISES AGAIN?

Illinois firm wants Danville lines.

Pioneer Railcorp, a railroad-holding company based in Chillicothe, Ill., is negotiating to buy two rail lines that run through Danville.

The lines are owned by Conrail, which has publicly sought bids on the lines. The lines have become too expensive for a major railroad to operate and could be handled more efficiently by a "short-line" railroad such as Pioneer, said Andrea Just, a Conrail spokeswoman. "They are one of twelve folks who are interested in the property," she said. "We are talking to all of them."

Pioneer is interested in rail lines from Schneider, Ind., through Danville to Paris; and another from



Rich Stefaniak

Olin, Ind., just east of Danville, to Pekin, via Champaign, Bloomington, and Peoria.

Acquiring the 247 miles of track would bring Pioneer's total miles of track to 469. Pioneer, which has been in business since 1986, operates five railroads in six states.

Dan LaKemper, an attorney for Pioneer, said Pioneer is interested in the Danville cluster because it has connections to "almost all of the major railroads in the country. It gives us a lot of alternatives," he said. "We think that will be attractive to shippers in marketing the service."

If the deal is approved, Pioneer could hire up to 40 new employees, doubling its work force, LaKemper said. Most employees would be new hires from the Danville area. Conrail employees would have to apply for the jobs, he said.

The company will finance the deal, LaKemper said, in a way that is "rather unique" to the railroad industry. It will sell additional shares of stock, both to stockholders and in a public offering.

"We've done this in the past. It's kept our debt service down and served us very well."

If Conrail agrees to the deal, the railroad would be renamed the Peoria and Eastern Railway Co., its name before Conrail acquired it in 1976 following the bankruptcy of the Penn Central Railroad.

Via Commercial-News Thursday, May 28, 1992

SP AND NS LAUNCH DALLAS- ATLANTA RAIL SERVICE

Southern Pacific Transportation Co. and Norfolk Southern Corp. have started a new dedicated intermodal service between Dallas and Atlanta.

The railroads say the new "Southern Streak" service will cut almost a day-and-a-half off the usual time it takes for a rail shipment to travel between the two cities, making it a viable alternative for shippers that usually use truck service.

"There's been no good truck-competitive rail service before this between Atlanta and Dallas," said Tom Finkbiner, assistant vice president of intermodal for Norfolk Southern.

"Shippers will be interested in the service if it's reliable," said Daniel Smith, senior associate for Mercer Management Consulting Inc. "Both SP and NS have the means to make it reliable, SP, in fact, has just gone through an operating department reorganization, which should improve its ability to set and maintain intermodal schedules.

Previously, trains going between the two cities had a one-day layover in Memphis. The railroads concentrated on shortening that stop to speed up the transit time.

Trains in the new service, which began this week, will leave Dallas each day at 1 a.m. (local time). They will travel to Memphis, where they will change from SP to NS crews. The trains then will proceed to Atlanta, where they are scheduled to arrive at 10 a.m. the following day. Total travel time is set at 32 hours.

From Atlanta, the trains will depart at 3 a.m. and are scheduled to arrive in Dallas at 10 a.m. They will also change crews in Memphis and are set with a 32 hour travel time. The trains will operate five days a week, Tuesday through Saturday. They will take standard container-on-flatcar and trailer-on-flatcar traffic.

The two railroads began discussing the new service early this year, according to officials from the railroads. Marketing studies were completed in January and a deal was struck last month.

Both railroads hope the new south-east link will capture intermodal traffic moving between major population areas that they serve. Southern Pacific operates in the western half of the United States and along the West Coast. Norfolk Southern operates in the eastern half of the United States and along the south Atlantic Coast.

Via The Journal of Commerce

RAILROADS, EPA ENGAGE IN BATTLE

Locomotive Emission Standards

The railroad industry and the Environmental Protection Agency, faced with a 1995 deadline, are fighting over the terms of the first ever emission regulations for locomotives.

The industry is looking at how the EPA will regulate new locomotives, which can cost as much as \$1.5 million apiece.

Railroads also are worried that states like California, a huge transportation market and a leader in environmental policies, could be given authority to set their own standards that would be even stricter than the federal rules.

California policies could directly impact such long-haul carriers as Union Pacific, Southern Pacific and Atchison, Topeka & Santa Fe, all of which have main lines in the state.

But knowing that some kind of emission regulations are inevitable, locomotive manufacturers are stepping up development of railroad engines that can use natural gas and other alternative fuels to replace diesel.

Seeking to allay the railroad industry's fears over the proposed regulations, an EPA official, who requested anonymity, said the rules could mirror the regulations in place for motor vehicles.

Emission standards for cars take effect during a particular model year and continue for the useful life of the vehicle.

That probably would be acceptable to the Association of American Railroads, the Washington-based trade group, which is seeking a uniform federal emission regulation throughout the life of a locomotive.

The rail industry still worries over the EPA's definition of "new" locomotives, which will have to meet the federal emission standards, said Michael Rush, a general attorney for the AAR.

Under one EPA proposal, a locomotive no longer would be considered "new" once it leaves the factory and the railroad takes possession. At that point, states could apply their own pollution standards - and the result could be a patchwork of varying regulations that would pose a problem for carriers hauling freight across state lines.

But the EPA officials said the railroad industry is worrying needlessly, because the agency has not adopted any rules or definitions at this point.

Whatever the regulations, "the environment will continue to drive the design of locomotives," said Hugh B. Hamilton Jr., president of Republic Locomotive in Greenville, S.C.

A gas-burning locomotive is "beneficial by itself for economic reasons, but it was the emissions questions that pushed railroads over the hump to pursue natural gas," said Stephen Takagishi, manager of engine and transportation technology for the Gas Research Institute, based here.

Burlington Northern Railroad Co. has led the industry efforts in alternative fuels with a natural gas-powered locomotive that is currently being tested.

Locomotive builders, from the giants like General Electric and Gen-

eral Motors to the relative newcomers like Morrison Knudsen Corp. and Republic, also are involved.

GE's Transportation Systems in Erie, Pa., hopes to have a prototype natural gas-fueled engine by the end of the year, said Susan Breon, a spokeswoman.

To help the development, GE is looking for potential partners in the railroad and natural gas industries, she added.

GM's Electro-Motive Division, in LaGrange, IL., is building two natural gas-powered locomotives for Union Pacific and hopes to develop more of these alternative-fuel engines, said Carol Foxx, a spokeswoman.

The Gas Research Institute, in conjunction with Peoria, Ill. based Caterpillar Inc., has been developing a natural gas-powered engine that will be tested in a 1,200-horsepower locomotive being built by Morrison Knudsen, of Boise.

Republic and Detroit Diesel Corp. are developing natural gas locomotive engines, which they expect to have in operation by 1994.

Republic also has a new line of "dual-mode" turbine locomotives, that can be run on electricity as well as diesel or an alternative fuel such as methanol.

Via The Journal of Commerce

WHEEL REPORT

THE WHEELING AND LAKE ERIE will have a new paint scheme soon. When the railroad acquired the system from Norfolk Southern it acquired all ex-NS power. The Southern scheme was used by adding the big "W&LE" on the side and the appearance was good, but not their own. Word is that two W&LE units now at VMV shops in Paducah will return in a new red with yellow stripe paint scheme. The units should be returned soon and railfans in the northern Ohio area look for-

ward to something beside the black of NS to photograph. *Via The Mainline of Cleveland.*

THE UNIVERSITY OF ILLINOIS is starting a research project to develop methods for mitigating the loss of wetlands. With wetlands constructed to meet existing requirements they are too young to adequately assess the success or failure of mitigation techniques, the research group is studying older constructed wetlands.

They have found that most of the older wetlands were constructed during the construction of railroads, beginning in the late 1800's. They will begin collecting data along railroad right of way's in Illinois in cooperation with the railroads.

With most of the construction data disposed of by the railroads, the university is now looking at historical societies to help in the research. Our Chapter has indicated that all of our records of the former Chicago and Eastern Illinois Railroad will be at the disposal of the university. They are looking for cooperation with other historical societies that might have data from railroad systems.

For those interested in helping please contact Mr. Edwin Herricks, Professor of Environmental Biology, Department of Civil Engineering, Newmark Civil Engineering Lab MC-250, 205 N. Mathews Ave., Urbana, IL 61801-2397.

AN HISTORICAL MARKER was dedicated in Marion, Indiana on May 16th to celebrate the converting of 206 miles of ex-NKP railroad from narrow gauge to standard gauge in a mere 11 hours. Included in the ceremonies were NRHS President Raymond Woods and retired Muncie newspaper editor Wiley Spurgeon. The event was organized by the Hoosierland Chapter. The monument is at the former NKP station in Marion, adjacent to the mainline of Norfolk Southern. *Via NRHS News Extra*

CSX TRAIN PROFILES

In this issue of the FLYER we are printing a listing of all CSX trains that either pass through Danville or originate/terminate here. CSX has used its current train numbering system since 1987, which replaced the awkward alpha-only designations (Remember FNACY, FFLCY and AJACS?). It often happens, though, that you can't figure out some of new or extra trains by their symbols. We hope this listing will help. For newcomers, the following explains some of the basics of the current train numbering system:

Each train profile consists of a 6-digit alpha-numeric code. The first character is always a letter which serves as a train designator, unit train or yard service code. The next three characters are always numeric, which serve as the train number. The last two characters are always numeric, and indicate the day of origin at the very first point the train begins. This date will follow that train as long as it runs under that number, so it is therefore possible to see a train in Danville that originated several days ago in the deep south.

TRAIN DESIGNATORS: E-Empty Hoppers; G-Grain Trains; J-Chicago Division Locals; K-Bulk Commodity Trains; L-Alternate to R or S prefix; P-Passenger Trains; Q-Quality Scheduled Merchandise Train; R-Scheduled Merchandise Train; S-Second Section of Q or R trains; T-Unit Coal Trains; U-Unit Coal Trains; V-Unit Coal Trains; W-Extra Coal Trains; X-Extra Trains or Light Engine Moves; Y-Yard Jobs; Z-For-foreign Line Trains.

TRAIN NUMBER SERIES: 100-Intermodal; 200-Special and Contract; 300-Northern East-West Corridors; 400-Eastern North-South Corridors; 500-Western North-South Corridors; 600-Cross Corridors; 700, 800-Locals, Mine

CSX TRAIN PROFILES RUNNING FROM, TO OR THROUGH DANVILLE

TRN#	ORIGIN	DESTINATION	TRAIN DESCRIPTION
A458	TERREHAUTE	CHICAGO	S00 787 LOADED COAL
E214	DANVILLE	ATKINSON	EMPTY HOPPERS DANVILLE-ATKINSON, KY
E216	DANVILLE	CINCINNATI	EMPTY COAL HOPPERS DANVILLE-CINCINNATI
E217	DANVILLE	CINCINNATI	EMPTY COAL HOPPERS DANVILLE-CINCINNATI
E218	DANVILLE	CINCINNATI	EMPTY COAL HOPPERS DANVILLE-CINCINNATI
E219	DANVILLE	CINCINNATI	EMPTY COAL HOPPERS DANVILLE-CINCINNATI
E222	DANVILLE	EVANSVILLE	EMPTY COAL HOPPERS DANVILLE-CINCINNATI
E225	DANVILLE	DANVILLE	EMPTY HOPPERS DANVILLE-EVANSVILLE
E270	CHICAGO	DANVILLE	WATSEKA TURN-PICKS UP EMPTY COAL HOPPERS/TP&W
E710	BIRMINGHAM	CHICAGO	CHICAGO-NORX EMPTY COAL HOPPERS
E711	BIRMINGHAM	CHICAGO	EMPTY ORE HOPPERS BIRMINGHAM-CHICAGO
G001	DANVILLE	ATHENS	EMPTY ORE HOPPERS BIRMINGHAM-CHICAGO
G011	DANVILLE	BIRMINGHAM	GRAIN TERRE HAUTE TO GAINSVILLE, FL
G078	DANVILLE	DANVILLE	GRAIN DANVILLE-BIRMINGHAM
G100	CHICAGO	DANVILLE	HOOPESTON TURN-GRAIN TRAIN
G103	DANVILLE	WAYCROSS	GRAIN CHICAGO-WAYCROSS FOR AMBROSE, GA
G120	CHICAGO	WAYCROSS	GRAIN DANVILLE-WAYCROSS FOR AMBROSE, GA
G123	CHICAGO	ATLANTA	GRAIN CHICAGO-ATLANTA FOR ATHENS, GA
G190	DANVILLE	ATLANTA	GRAIN DANVILLE-ATLANTA FOR ATHENS, GA
G195	DANVILLE	BIRMINGHAM	GRAIN DANVILLE-BIRMINGHAM
G196	CHICAGO	MONTGOMERY	GRAIN CHICAGO-MONTGOMERY FOR ENTERPRISE, AL
G200	DANVILLE	MONTGOMERY	GRAIN DANVILLE-MONTGOMERY FOR ENTERPRISE, AL
G261	DANVILLE	BIRMINGHAM	GRAIN DANVILLE-BIRMINGHAM FOR FALKVILLE
G280	CHICAGO	IVALEE, AL	GRAIN DANVILLE-IVALEE, AL
G282	DANVILLE	NEWORLEANS	GRAIN CHICAGO-NEW ORLEANS, LA
G299	DANVILLE	NEWORLEANS	GRAIN DANVILLE-NEW ORLEANS
G305	WAYCROSS	CHICAGO	GRAIN VALDOSTA, GA TO CHICAGO VIA WAYCROSS
G340	DANVILLE	PORTSMOUTH	GRAIN DANVILLE-PORTSMOUTH FOR NORFOLK, VA
G342	CHICAGO	MOBILE	GRAIN CHICAGO-MOBILE FOR PASCAGOULA
G381	DANVILLE	MOBILE	GRAIN DANVILLE-MOBILE FOR PASCAGOULA
G384	CHICAGO	SAVANNAH	GRAIN CHICAGO-SAVANNAH, GA FOR BIRMINGHAM
G398	DANVILLE	SAVANNAH	GRAIN DANVILLE TO SAVANNAH, GA
G401	CHICAGO	SAVANNAH	GRAIN CHICAGO-SAVANNAH, GA FOR ATLANTA
G404	CHICAGO	WAYCROSS	GRAIN CHICAGO-WAYCROSS FOR VALDOSTA, GA
G476	DANVILLE	WAYCROSS	GRAIN DANVILLE-WAYCROSS FOR VALDOSTA, GA
G867	CHICAGO	EVANSVILLE	GRAIN CHICAGO TO EVANSVILLE, IN
G906	NASHVILLE	DANVILLE	NASHVILLE-DANVILLE GRAIN TRAIN
G917	ATLANTA	DANVILLE	GRAIN ATLANTA-DANVILLE
G918	BIRMINGHAM	DANVILLE	GRAIN BIRMINGHAM-DANVILLE
G936	BIRMINGHAM	DANVILLE	GRAIN BIRMINGHAM-DANVILLE
G937	EVANSVILLE	CHICAGO	EVANSVILLE-CHICAGO GRAIN TRAIN
J705	EVANSVILLE	DANVILLE	EVANSVILLE-DANVILLE GRAIN TRAIN
J706	DANVILLE	TERREHAUTE	DANVILLE-TERRE HAUTE LOCAL
J707	TERREHAUTE	DANVILLE	TERRE HAUTE-DANVILLE LOCAL, OPPOSITE OF J705
J714	DANVILLE	DANVILLE	DANVILLE-TERRE HAUTE LOCAL TURN, SUNDAY ONLY
J908	DANVILLE	DANVILLE	DANVILLE-WATSEKA NORTH LOCAL
J912	DANVILLE	DANVILLE	DANVILLE TURN
K200	DANVILLE	DANVILLE	DANVILLE-WATSEKA-DANVILLE TURN
K201	CHICAGO	WILDWOOD	POTASH CHICAGO TO WILDWOOD, FL
K202	CHICAGO	LAKELAND	POTASH CHICAGO TO BREWSTER, FL
K203	CHICAGO	WAYCROSS	POTASH CHICAGO-WAYCROSS, GA
K206	CHICAGO	DANVILLE	POTASH CHICAGO TO DANVILLE
K207	DANVILLE	CHICAGO	POTASH DANVILLE TO CHICAGO
K210	EVANSVILLE	CHICAGO	POTASH CHICAGO TO EVANSVILLE, IN
K300	CHICAGO	WILDWOOD	SULPHUR CHICAGO TO WILDWOOD, FL
K310	CHICAGO	EVERGREEN	CHICAGO-EVERGREEN, FL BULK TRAIN
K312	CHICAGO	BIRMINGHAM	ORE FROM WC CHICAGO TO BIRMINGHAM, AL
K801	CHICAGO	BIRMINGHAM	ORE FROM BN CHICAGO TO BIRMINGHAM, AL
K809	WINSTON, FL	CHICAGO	PHOSPHATE - WINSTON, FL TO CHICAGO
Q595	CHICAGO	WINSTON, FL	WINSTON, FL- CHICAGO EMPTY SULPHUR TANKS
Q647	CHICAGO	NASHVILLE	Q595
Q648	WAYCROSS	WAYCROSS	Q647
R120	CHICAGO	CHICAGO	Q648
R121	JACKSONVILLE	CHICAGO	R120
R122	CHICAGO	JACKSONVILLE	R121
R123	ATLANTA	CHICAGO	R122
R592	CHICAGO	ATLANTA	R123
R593	NASHVILLE	CHICAGO	R592
R594	DANVILLE	DECATUR	R593
R596	DECATUR	DANVILLE	R594
R597	EVANSVILLE	DANVILLE	R596
T903	DANVILLE	EVANSVILLE	R597
V500	DANVILLE	CHICAGO	COAL-CHINOOK MINE TO BAILEYTOWN ON CSS
V501	DANVILLE	DANVILLE	COAL PULLER-CLINTON TO CAYUGA
V502	DANVILLE	DANVILLE	COAL PULLER-SOO LINE TERRE HAUTE TO CAYUGA
V503	DANVILLE	DANVILLE	COAL PULLER-SOO LINE TERRE HAUTE TO CAYUGA
V580	SHELBY, KY	DANVILLE	COAL PULLER-CHINOOK MINE TO CAYUGA
V581	SHELBY, KY	DANVILLE	TP&W COAL- BURKE MINE TO SOMMER POWER PLANT
V586	SHELBY, KY	DANVILLE	TP&W COAL- PIKE 29 MINE TO SOMMER POWER PLANT
W404	CINCINNATI	DANVILLE	TP&W COAL- MCVICKER MINE TO SOMMER POWER PLANT
W776	TERREHAUTE	DANVILLE	COAL CINCINNATI TO DANVILLE FOR TPW WATSEKA
			COAL- TERRE HAUTE TO DANVILLE

Runs and Switchers; 900- Extra Locals.

Please note: We did not include foreign line (Z) trains on the listing. Generally speaking, Soo Line regular merchandise trains run as Z452 northbound and Z453 southbound. Northbound Soo extras can be Z456 or Z458. Southbound extras can be Z457 or Z489. We can not assume this list to be 100% correct or complete, but it may be helpful to those of you with scanners who follow CSX movements.

WHEEL Cont. from page 6

18 CHAPTERS REACH ABOVE THE 200 MARK this year. The Central Coast Chapter is number 1 with 471 members followed by the Bluewater Michigan and Philadelphia chapters. Number 11 is the Chicago Chapter with 264, 1993 convention host, and 12th is the St. Louis Chapter with 263. The Atlanta Chapter, the 1994 host site, is 5th with 345 members. *Via NRHS News Extra.*

THE SANTE FE will begin moving all of its four Regional Operation's Centers to Schaumburg, IL. The moves for the dispatchers will begin in January 1993 and should be finished by April 1994. All accounting functions will move to Kansas City or Topeka. Sante Fe will have the Family Days at Joliet on July 11/12 and at Corwith on July 18/19. *Via Flimsies #134.*

WANT TO SPEND A WEEKEND ON THE E J & E? On Saturday September 12th, Rail Challenge Limited will sponsor a one way trip from Waukegan, IL to Gary, IN. Host for the trip will be Mike Blaszak, author of the two part story on the "J" in TRAINS. This will be a 119.61 mile trip on a freight line with run-bys at several locations. Departure will be at 9 AM with arrival at 6 PM. Coach fare is \$125. On Sunday the trip will originate at Whiting, IN and travel to Beven, on the branch off the mainline near Plainfield. This

trip is 78.96 miles long and fare is \$100. For information see the brochures at the museum or contact Rail Challenge Ltd. Box 8222, Bartlett, IL 60103-8222. Seating is limited so get your reservation in early.

ROADRAILER GONE? We have received word that within two years Roadrailer will cease on Norfolk Southern. The service, operated by North American, has been doing well, except for the past few months. The company, and parent Norfolk Southern, are planning to change to stack trains. Presently an order is in for single well cars and 45 and 53 foot containers. The present Triple Crown equipment will be used in piggyback service.

The restriction of the present equipment is mainly the problem Triple Crown encounters. Mechanical problems have cost the company dearly and the lack of a back-haul for many trailers is also a problem.

Recently NS began a dedicated TOFC train between Kansas City and Norfolk, VA. This train has pulled the trailers off #111/112 and has cut the hours for movement of trailers between the two cities. This fall NS will have the clearances on the Princeton to Louisville segment of the former Southern increased to allow full double stack trains. At this time the Triple Crown service will begin to slow down as more will move via containers to Atlanta and Jacksonville via Louisville and double stacks. Present running time is 5 hours from Luther Yard in St. Louis to Princeton, IN. Looks like NS is finally getting into the dedicated trains that other railroads have had for so long.

ALL LOCOMOTIVES TO HAVE DITCH LIGHTS? Sen. Nancy L. Kassenbaum, R-KS has a bill before the Senate, S.2644, that would require all train engines to be equipped with ditch lights. The bill is aimed at improving grade crossing safety. They have been found

to be effective in areas where used, mainly on the BN and UP.

In a related safety move, the State of Ohio is installing new protection at crossing marked only with cross bucks. A reflector plate is being placed on the vertical post. The plate is about 24 inches long and is bent on a 45 degree angle on both sides. The red and white reflector bounces the light from the train toward the on-coming car and the light from the car is reflected toward the train, allowing both to be aware of each other. Developed on Conrail, the reflective plate has proven very effective.

THE KANKAKEE BEAVERVILLE AND SOUTHERN has new business.. bridge traffic. The K B & S is receiving cars at Kankakee and delivering to Lafayette, a new bridge service for them, about 35 to 40 cars a week. The business is a result of Canadian Pacific and is via the IC at Kankakee to NS at Lafayette. The crew usually works south to Cheneyville, the east to Lafayette and back via Templeton to Sheff and the home shop.

SHORTLINES Illinois Central is still installing voice hotbox detectors. The recent installation is the one just north of Tolono at mile post 135.1. It gives the milepost, length and axle count. ... Illinois Central steam pile driver X238 has been saved with the help of many railfans by member **Dennis Slone**. It has been moved to Watson, IL and placed on the elevator track. Located five miles south of Effingham the temporary home will allow restoration of the three piece pile driver. ... In 1993 steam will again be on former C&Ei rails when the Union Pacific operates steam for the Chicago NRHS convention from Dolton to Findlay, Illinois. For those of us that rode from St. Louis to Findlay this will complete our steam ride on the C&Ei St. Louis line.

THE ORDERBOARD

Your columnist has entered the computer age with a new 386SX system. What this will mean to you, the reader, is unclear at this point. It WILL make life easier for Rick, though, for I should be able to download my writings to a disk, then merely hand that disk to the Editor. He should then be able to load up my column on his system without re-typing anything. I guess that will be the most useful aspect. Later on, we might be able to do some fancy graphics. Time will tell.



By the time you read this we should have the museum up and running. Thanks to our Treasurer, Allen Cooke, for arranging all the pop and candy purchases to get started this season. He was able to tap into the purchasing power of the Vermilion County Conservation District to get us the best price, so thanks also goes to the VCCD.

Nothing but good things to say about the money spent on the fence and driveway at the museum. All comments from members who have seen the fence have been favorable. It sometimes is the little improvements that make a big difference. I should have more to report in the next Orderboard about work done on the building. The paint program was to be continued and more tuck-pointing was badly needed on the front of the depot.

Once again, I ask you to keep your eye on the calendar of events section of the *FLYER*. As I write this in mid-May, we have not received anything back from the Roanoke Chapter in regards to our ticket agent position for Independence Limited '92. I see in *Trains* magazine that the Chicago Chapter is running excursions with 611 on June 13/14 between Chicago and

Ft. Wayne. Personally I can't see the logic in running it all the way back to Portsmouth, Ohio for the I.L. the following weekend, but stranger things have happened. I just hope they don't change motive power on us at the last minute.

Book review department. I have read the *Compendium of American Railroad Radio Frequencies* for many years, but I must admit that they've really outdone themselves with the latest issue. The 11th edition has been totally re-designed and is easier to read and handle. It is now the size of a diesel spotters guide, is neatly spiral bound and the text is much larger and darker. And of course the information is detailed and accurate. New sections include the history of railroad radio and separate listings for major metropolitan areas. The *Compendium* is available for \$14.95 postpaid from: Gary L. Sturm, P.O. Box 80041, Ft. Wayne, IN 46898. I highly recommend this book for any scanner-toting railfan.

That's all for this month, folks. Hope to see all of you at the museum this summer, and on the 611 run if you can make it. Let's have an enjoyable and safe season.

Doug Nipper, Museum Director

THE TRAINS OF THE SAINTS

By Art Schultz

... The what? The Trains of the Saints. You probably never head of it, because there is not such a train! It doesn't exist, it doesn't run anywhere, it is not in the Amtrak timetable, but it is increasingly gaining momentum. It is an idea for a train, and an excellent idea.

The idea for this train originated in Illinois and the credit goes to Illinois Rail Vice-President Dave Randall and Railgram editor Pierre (Pete) Loomis. The Train of the Saints that they propose would be an Amtrak train running from St. Louis, MO, to St.

Paul, MN. It would run on the Burlington Northern (all former CB&Q) trackage the entire distance on an 11-hour schedule that would include stops, and would cover nearly 600 miles in four states, including Illinois and Wisconsin. It is possible that a train between these end point cities, on this route, never existed pre-Amtrak.

The features of this proposed train are many. Besides providing a direct connection between the two large end point cities, it would create about 500 miles of new Amtrak route and provide service to numerous intermediate stations. A fringe benefit also would be by-passing the Chicago hubbub in less time, fewer miles travelled and proportionately at less cost. Another plus would be the prospect of intersecting with present Chicago west and southwestward trains, e.g., the Empire Builder, California Zephyr, Southwest Chief, Texas Eagle, and the St. Louis connection to Kansas City. Other connections are likely in the future as more Amtrak trains come on-line, such as when the California Zephyr is split into two trains east of Denver.

Another plus for this train: the tracks are all there and are said to be among the finest in the U.S. According to BN officials, track conditions are such that passenger trains could begin operating immediately. End point servicing of equipment would be no problem. Actually, this train could start-up at a fraction of what it would cost to initiate service from Milwaukee to Madison. The usual cost of providing station facilities along the route would be the responsibility of the cities being served, and two sets of equipment would suffice.

This is the route, south to north, as proposed by the Illinois Association of Railroad Passengers (a close cousin to WisARP). In a northerly direction out of St. Louis to West Quincy with a suburban stop, and at historic Hannibal. At West Quincy

the train would cross the Mississippi and run for 101 miles on the identical route of Amtrak's Illinois Zephyr to Galesburg, and supposedly make the same Zephyr stops at Quincy and Macomb. Out of Galesburg in a northerly direction to Moline, which would be a focal point for Quad Cities traffic and revenue. Then east and north with stops at Fulton (Clinton, IA), Savanna and East Dubuque.

At Savanna the tracks junction with the BN mainline from Chicago to the Twin Cities, and it is double track all the rest of the way to St. Paul, except across the Wisconsin River bridge at Prairie du Chien and through La Crosse. This tackage, pre-Amtrak, carried the Zephyrs to the Twin Cities, the North Coast Limited, the Empire builder, the Main Streeter, and the Western Star. In Wisconsin, proposed stops are at Prairie du Chien, LaCrosse, Bay City (Red Wing, MN), and Prescott (Hastings, MN).

And not to forget the scenery on this proposed route. In this it would excel and become the most scenic route in the midwest and could be specifically promoted as such. Unique about this route is that the end point cities are on the Mississippi River and that for a good portion of the distance, the tracks follow, and are adjacent to, the river. At times the tracks are right at the river's edge and at locations northern of LaCrosse the tracks are built on causeways out in the river to negotiate shorter distances of track. The most scenic areas are in northern Illinois and about 200 miles in Wisconsin. The route crosses the Mississippi River at West Quincy and Quincy, the Rock River at Moline, the Wisconsin River at Prairie du Chien, the St. Croix River at Prescott and numerous other smaller streams. Water, water, everywhere. Add to that the bayous, high bluffs, historic river towns, locks and dams, and bird and wildlife sanctuaries. Scenery? Ach du lieber!

For all of the above, and to have the most scenic appeal, this train should have special equipment. Ideally, short dome cars, at least two, should be in each consist, plus Heritage coaches with the wide windows without Amtrak's conventional high-backed seats that hide everything. And with window shades, not curtains. With all of this, without a doubt, passengers would be attracted to all of these travel quali-



ties, and rail fans would be ever present in the domes. All this adds up to increased ridership which spells revenue. At last count there were about 14 domes in storage at Beech Grove, and Heritage cars will become available on delivery of the new Superliners in '93.

To make this train become a reality is not as easy as it would seem for several reasons. It would have to be a 403(b) train, and to get four states to share in the initial and operating costs is usually difficult. If one state reneges, no train. Or, if established and running, and one state pulls out; no more train. This happened some years ago on a short-lived train that ran from New Orleans to Mobile when one of the states withdrew its support. However, WisARP will adopt this pro-

posed train as one of its goals in rail passenger expansion in Wisconsin.

Currently, WisARP is promoting additional trains from Chicago to Milwaukee and the Twin Cities, Amtrak service Chicago-Milwaukee-Madison, and Chicago-Milwaukee-Green Bay. Also, it is involved in the current rail proposals for southeast Wisconsin. When push comes to shove, WisARP and similar organizations in the other three states jointly and locally will be involved to make the Train of the Saints a reality. In the mean time, hang in there. The Train of the Saints will be along for those wanting to get to the various points along the route and to by-pass the Windy City, and for those of us that just want to go for a spectacular train ride. It will be along - or my name ain't Art Schultz.

Via Wisconsin Chapter

SATELLITE CAR MONITORS ROASTERS AND OTHER PERISHABLES

Fret not, perishables shippers, Conrail is watching over high-value shipments of fresh produce and other perishables with a new satellite monitoring system designed to dramatically reduce cargo damage and maintenance and inspection costs.

Called Remote Perishables Monitoring (RPM), the system is available, after year-long testing by Conrail, for installation on refrigerator boxcars, trailers and containers.

The system uses recently developed satellite communications technology to continuously monitor refrigerator unit operation, inside and outside air temperature, fuel level, and thermostat setting. Routine "OK" status messages are periodically transmitted to a central loca-

tion. Communication is immediate if repairs or servicing are needed, thus eliminating potential cargo damage and reducing maintenance and inspection costs.

The Conrail-developed RPM system includes an equipment monitor and satellite transmitter. An RPM mobile unit on each car communicates with an operations control center, providing a state-of-the-art system to monitor, evaluate, report and record the mechanical performance of individual refrigerator boxcars.

"The RPM system is a customer-oriented premium service with great potential for increasing the market share of perishables shipments for the entire railroad industry," said Dr. Joseph Folk, Conrail's Assistant Vice President-Food and Agriculture.

Because most perishables shipments are moved by more than one railroad, he explained, the RPM system will require a high level of cooperation among rail carriers. Conrail is currently soliciting support and interest in the RPM system from railroads, shippers, and fleet owners, and is arranging for demonstrations and test shipments for interested parties.

RPM has several advantages for railroads, customers and owners of refrigerated freight cars, including: continuous monitoring and reporting unavailable with a manual system, elimination of damage due to defective refrigeration, and reduced inspection and servicing costs.

Perishables shipments moving by rail are now handled in a fleet of about 9,000 refrigerated boxcars, most of them owned by subsidiaries of major railroads. Railroads share in the cost of leasing and maintain the fleet. The RPM system is also applicable to perishables shipped in trailers and containers.

Via Conrail, Inside Track



One of the new CSXT C40-8's, #7666 leads two older C-40's on southbound train #795 at Rossville. Almost all trains on CSX in the Danville area are lead by the new power

Photo by Jesse Bennett

Gateway Western #2032 and 2040 are on SLSL at Godfery, Il waiting for a high green to proceed back down the hill on the Southern Pacific after switching the Mead plant at Godfery. SLSL works daily to Wann Yard at E. Alton and to Godfery 3 days a week.

Photo by Rick Schroeder

