

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 25th Year

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

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COMING EVENTS

June 17, 1993

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

June 17, 1993

X-2000, Amtrak train, on display in Bloomington.

June 20, 1993

X-2000 on display in Springfield. See this issue for times.

July 19, 1993

UP Steam St. Louis to Chicago - Villa Grove, arrive at 1:00 PM, depart at 2:00 PM.

July 21 to July 25, 1993

NRHS annual convention in Chicago. UP and NS Steam trips plus side trips to Illinois Railway Museum and on the South Shore. U.P. will operate steam through Villa Grove on the 19th and again southbound on the 25th.

July 31, 1993

NKP 765 and N&W 611 double head on Norfolk Southern from Ft. Wayne to Lafayette, Indiana.

July 24/25, 1993

TP&W HS and Chatsworth HS Heritage Days, Chatsworth, IL.

NEXT MEETING

The next meeting will be held on Thursday, June 17, at the Community room of the Palmer American National Bank in downtown Danville. The bank is located on the square on the opposite corner from the Courthouse. Parking is on the south side of the building. Enter through the east door and take the elevator to the second floor. The meeting will begin at 7:30 PM. This is the last meeting for the summer.

For those new members we wish to tell you that during July and August we do not hold meetings. So many are on vacation and busy in the summer that meetings are small,

thus the no meeting policy. In September and October we will have programs from two of our members. Bob McQuown left in early June for England and a 21 day trip. Jess Bennett leaves in July for a trip on, hopefully, the Orient Express and three weeks in Europe.

The business to be discussed at this meeting will be the model show in the fall and the museum schedule for the rest of the summer. Remember the convention coming up in July and the proximity of steam to Danville and Champaign. The program will be presented by Doug Butzow.

The next issue of the **FLYER** will be in August after the convention. Look for a big summer issue (your editor hopes).

MUSEUM UPDATE

The Rossville Depot Museum is now up and running for the 1993 season, and it is time to report on the work that has been going on and thank those who have helped.

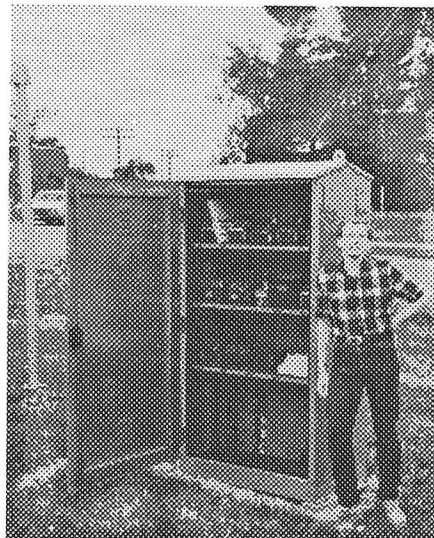
TRAIN ORDER SIGNAL: As reported in January, the mast was re-erected last December on the foundation built by Bob Gallippi. Since then, Bill Darner did a wonderful job of making two new semaphore paddles out of oak and painting them and an older blade for the lower arm. With several coats of spar varnish on everything, those blades should last as long as the whole signal! Doug Nipper scraped, primed and painted black the heads which hold the blades and lenses, as well as the pivot point and lamp bracket for the very top of the signal. He then re-assembled the heads, complete with lenses and blades, and they are now ready to go.

Rick Schroeder did the first scraping and priming of the mast, with Doug Butzow cleaning and priming the foundation bolts. Doug Nipper re-attached the lower ladder section, and with the help of Doug B.



and Rick made a small foundation for it. A lockable ladder guard has been attached to the ladder to keep kids off. Over Memorial Day weekend, Doug N. completed the priming of the mast, and Rick put the very first silver paint on the upper section with Jess Bennett painting the lower part. Plans are to complete the painting of the top half of the mast and ladder before attaching the blades. Silver paint tends to splatter everywhere, but it sure makes the signal look better!

MUSEUM: Thanks to Bob Gallippi, Bob McQuown, Doug Nipper, Rick Schroeder, Allen Cooke and Ned Cooke for lawn mowing so far this year. As mentioned in the April minutes, Bob McQuown has repaired one of the older books for display. New member Jim Keller and his father helped Rick and Doug N. clean up the baggage room and patch holes in the concrete floor. Bill Darner cleaned all the glass cases in the museum rooms, and Allen did some general cleaning in the baggage room also.



MODEL RAILROAD: Hats off to Rick and Bob G. for the scenery work from Block Quarry to DN Tower. It really dresses the layout up. The Block Quarry is totally new by Rick. Allen got all the the switches in the passenger terminal powered up with tortoise machines and indication lights on the panel, but alas, the famed double slip switch suffered a fatal flaw and is now awaiting replacement. At any given time, Doug Butzow can be found hunched over Yard Center cleaning and repairing glass switches. He sucked darn near all the ballast out of the yard with the vacuum, but promises to replace it with glue that really works.

FLASHERS: As of Mother's Day the crossing flasher display at the driveway entrance was back in service after over a year re-wiring the new aluminum case received in March of 1992. Doug Nipper with the help of Rick, Allen, Bob G. and Doug B. made new conduit and wire runs with a junction box on the

Above, Rick scrapes the rust off the train order signal.

Left, Museum Director and signal maintainer Doug Nipper completes the flasher installation at the drive entrance to the museum.

outside of the building and got everything tied together finally. We now have two gate lamps in the baggage room that flash in unison with the flashers, to remind us that they are still on before we leave the building. As you can see from this report, things **ARE** happening at the museum. Come up and be a part of the fun!

AMTRAK

Seven Amtrak long distance trains now have full china and linen service. Included in the new upgrade program is dinnerware, glasses, table linens, new seasonal entrees, redesigned menus and a bud vase with silk flowers on all tables. Tuscan red with silver accents highlight the new china on the *Sunset Limited*, *Crescent* and *Lakeshore Limited*. Earlier the *Southwest Chief*, *Capital Limited*, *Coast Starlight* and *Autotrain* saw conversions. Full diner service returns to the *City of New Orleans* at Superliner conversion.

The Amtrak X2000 will start on a nationwide tour. The train will be on display in various cities as part of the administrations proposed hi-speed rail program. When the train travels beyond the electrified territory of the Northeast Corridor it will be pulled by a diesel locomotive.

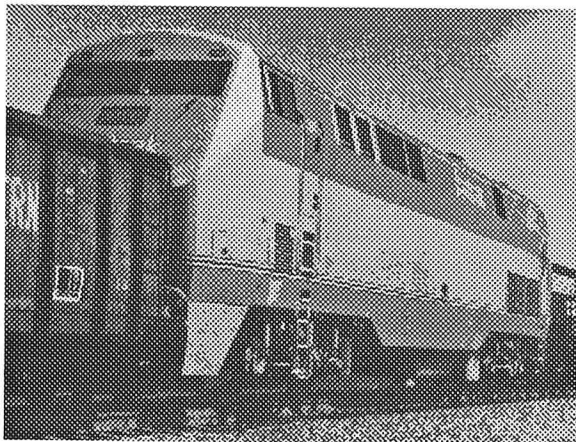
The train will be in the Midwest in early June (see previous article) Following the Chicago to St. Louis tour the train will make runs between Chicago and Detroit, then to Milwaukee ending up in Minneapolis on June 29.

Funding has been proposed for upgrading the trackage on the St. Louis to Chicago corridor. A train of similar design could cut the travel time between the two cities to three to four hours. The cost would be from \$250 to \$650 million over several years. Much of the cost will be to move some of the route out of communities along the route. The second major cost will be to provide

grade separations at most highway crossings and close many others to allow high speed service. The present speed is 79 mph on the run and to increase speeds to 140 mph will require new signals and grade crossing separations.

During the visit to the Midwest the train will be on display for public inspection. This is your chance to see the train that has been making so much news in the east.

In the fall of 1994 the *City of New Orleans* will see the first of the new Superliners added to the train. The added cars will consist of transition dorms, sleepers and a diner. In early 1995 the Superliner lounge will be added with the coaches coming in the fall of 1995. Also in June Amtrak will begin taking delivery of new AMD 103's for service. The final delivery of the new power should be in October of this year but Amtrak has an option to increase the order. In late June the first of the new Superliners will be delivered.



Amtrak AMD-103 #800 is on its way back to General Electric fresh from testing at Pueblo, Colorado. The unit is the trailing unit in NS #110 consist and passed through Danville on May 22, 1993. Photo by Doug Nipper and Allen Cooke. The units are now painted in a new scheme and will be placed in service this summer.

MEETING MINUTES - MAY 20, 1993 PALMER BANK

Meeting called to order at 7:32 P.M., President Larry Prosser presiding. There was one guest present. Secretary's report read and approved. Treasurer's report read and approved.

OLD BUSINESS It was reported that the water line at the depot has been replaced at a cost of \$650. The break was under the sidewalk near the water meter. Some damage was done to the sewer pipe during the installation, but it was repaired. We also got our unsightly trash pile removed, and a new concrete base for the burn barrel was moved into place... The work session last week had a light turnout, so Larry asked for help this coming weekend. Will start both days at 10 A.M. Will also work during our openhouse weekend... Jess Bennett and Rick Schroeder are still working with the

Village of Rossville about signs for the museum on Route One. Will use old sign until new one arrives. Jess will see about moving it to gas station yard on east side of road... Bob McQuown reported that C&E and Wabash meet went well... Rick says still no word on caboose trip on CI&W. We could have a charter on the MRM again

with Wabash caboose, but turnout was very light last time, so there may not be enough interest to spend the money.

NEW BUSINESS Greg Bullias suggested that we have small decals and patches made with the new Chapter logo. These would be similar to the museum patches and decals we had several years ago. Everyone agreed, and Larry will make

a visit to Chapter Supply.

GOOD OF THE ORDER Greg reports that CSX is busy laying welded rail in sidings and in some bad places on the main... Rick was at Rochelle, IL recently and saw 12 trains in 6 hours. Real hot spot, lots of C&NW with UP power... Greg says a unit coal train in Chicago recently was found to be all turned around - rotary couplers not matching with stationary ones.

Meeting was adjourned at 8:00 P.M. IT video program given by Dave Sherrill.

STEAM RUMOR

The following is taken from a letter received from the Norfolk Southern in regard to its steam program: "In recent weeks numerous rumors have circulated to the effect that our Program would be terminated abruptly this year. Such rumors are totally false. There are no changes in our plans to operate our 1993 excursion schedule as originally intended.

Norfolk Southern, like some other carriers, has been affected by the significant reduction in the movement of coal, especially for export. One of the consequences has been a general reduction of expenses throughout our system. This has affected our Steam Shop operation in Birmingham but does not affect the actual operation of our excursion train on the road. We look forward to having our riders go with us this year and are particularly proud of our all-red NS train.

Any questions which anyone may have about our Program should, of course, be directed to this office for appropriate and factual answers." (signed) Carl S. Jensen, Manager Steam Operations, Norfolk Southern Corp...110 Franklin road SE.. Roanoke, Virginia 24042-0002. Via NRHS News

NS SEEKS CONRAIL LINE

Gary, Indiana, has withdrawn its offer to buy a rail line running through the city because another railroad has expressed interest in the property. Consolidated Rail Corp. has proposed to abandon the 18-mile line, and city officials are concerned about preserving it for passenger service.



However, instead of buying the line, which runs between Gary and Hobart, the city will

support a \$1.4 million offer for the line that has been made by Norfolk Southern Corp., according to John Heffner, a Washington transportation attorney representing the city.

Officials at Norfolk Southern said negotiations are continuing with Conrail to purchase the line, which interests Norfolk Southern because it would create additional freight-hauling capacity on a busy route for that railroad. NS has tracks paralleling the route, which Conrail posted for abandonment early this year after no local freight traffic originated there for two years.

The Norfolk Southern line carries freight between Chicago and points in the east and southeast. Among the freight handled are Triple Crown Services intermodal trains. Triple Crown Services is a company that became jointly owned by Conrail and Norfolk Southern on April 1.

The Triple Crown venture is concentrating on carrying trailer and container freight in a triangle formed by New York, Chicago and Atlanta. "The city is not in the business of buying railroad lines," Mr. Heffner said. "We hope Norfolk Southern will pursue its offer to the fullest extent." He said Norfolk Southern was agreeable to allotting time for

rail passenger service to be operated on the line in the future.

Commuter rail service was operated between Chicago and Valparaiso, Indiana via Gary and Hobart until the late 1980's.

Via CBOT Transportation Newsletter

THE STANDARD CLOCK JUNE OF YEARS PAST

1973- The first Open House of the Catlin museum was a great success. Between 750 and 1000 people visited the museum that weekend of June 2nd and 3rd. At the previous meeting several comments were made that the building would never be ready. But with a lot of hard work in the last few days, a drab room was turned into a museum.

1979- On the very same dates, June 2nd and 3rd, the first Open House of the Rossville Museum took place. Despite the lack of news coverage in the local paper, about 60 people visited each day. (What a change from '73!)

PAPER-TRAIN LINKS CHICAGO & NORTHEAST

CN North America has begun a new daily train designed to reduce by half the transit time for paper moving from the Northeast to Chicago.

Called PaperTrain, the new train will carry paper products from more than 30 points in Quebec, New England and Atlantic Canada directly to Chicago, bypassing yards in Toronto and Sarnia, Ont. The new train will operate on a 27-hour schedule, shaving as much as two days off previous transit times.

CN is building on the success of an earlier PaperTrain that moved paper products from the Quebec City region to Toronto.

"This will give Northeastern paper a natural competitive edge," said Paul Tellier, president and CEO of CN North America. "Shippers and consumers need to keep their inventories thin, so we've devised a way to put paper where it's needed, when it's needed. To rail's price advantage, the PaperTrain has added speed and reliability that's competitive with highway carriers-particularly during winter months."

Yves Bourdon, assistant vice president-pulp and paper, said the railroad "expects to carry 800,000 tons of newsprint, printing paper, wood pulp, pulpboard and fine paper in the first year alone."

Mr. Bourdon said the train will return scrap paper to the Northeast for recycling.

Via Rail News Update

SANTA FE

Power Notes: Santa Fe is leasing 40 C30-7s from GE. As of Mar 8, 29 of them were on the property: 8015 8021 8023 8026 8032 8046 8053 8056 8058 8066 8075r 8077 8078 8084 8124 8125 8129 8130 8131 8134 8135 8137 8139 8141 8142 8143 8145 8146 8148r. As of Mar 8, 6 units had been rejected and returned to GE: 8025 8087 8093 8095 8126 8133. The engines were moving to and from Santa Fe via Conrail. Most of them are quite shabby looking. Two are in the SPSF merger paint - although there is a conflict in the numbers. 8075r has been confirmed - but 8148 initially reported to be in red/yellow, has not been seen in red/yellow - but the 8139r (listed as blue/yellow) has been seen in red/yellow.

SD45s to Wisconsin Central: Santa Fe has sold 21 SD45s to Wisconsin Central. The sold units are: 5300 5301 5303 5304 5305 5306 5307 5308 5310 5311 5312 5315 5317 5319 5320 5321 5323 5405 5406 5407 and the 5408. They were delivered to the WC in April. (Many of the units are motive power on the ore trains through Danville Ed.)

ViaFlimsies

SANTA FE, HUNT PREMIUM CALIFORNIA- MIDWEST STACK SERVICE

J. B. Hunt Transport and Santa Fe will begin offering a premium double-stack service May 3 for California and Midwestern customers requiring third morning truckload delivery.



"Our goal was to develop a double-stack service that appealed to a wider market and provide double-stack service on a premium basis,"

said J. B. Hunt, chairman of the trucking firm.

In connection with the new service, the two carriers designed a more efficient container and chassis and developed new lift technology and modified rail cars.

"J. B. Hunt and Santa Fe are making substantial capital investments in equipment and facilities to bring efficient double-stack service to the premium truckload market," said Robert D. Krebs, chairman, president and CEO of Santa Fe. "We are excited about the marketing potential of premium double-stack and the technological advances made in container design and lift systems. We will offer the new pin lift technology, developed in conjunction with the new containers, free to our

colleagues in the rail industry in an effort to standardize lift methods."

The Santa Fe-developed "Double-Bullet" pin system lifts containers from the side, unlike conventional lifting equipment which uses a top or bottom lift method, explained Don McInnes, vice president-intermodal at Santa Fe.

The new system, he said, offers interior floor-to-ceiling loading capacity and interior widths identical to highway trailers.

A unique floor casting with two holes for connecting stacked containers on railcars allows the new containers to be fully compatible with existing domestic and international container fleets. The containers also weight nearly 2,000 pounds less than existing domestic containers and chassis. Two hundred of the new containers are already in use throughout the Hunt network with an additional 8,000 expected to be available by the end of the year.

Via Rail New Update

THRALL CAR INVESTING IN CHICAGO HEIGHTS PLANT

Thrall is making a major investment in its Chicago Heights, Il facility that includes extension of the original rail car paint building, installation of new trackage in and around the paint shop and new grit blast facilities, paint booths and drying booths.

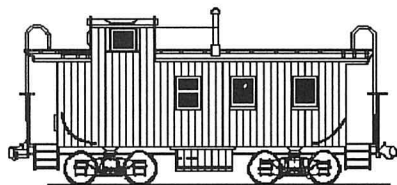
The multi-million dollar investment is designed to enhance the overall quality, life and general appearance of paint jobs on Thrall's railroad freight car products. The project also reflects an ongoing program to enhance quality and productivity at the Chicago Heights plant that has resulted in the recent installation of a new angle shear, plasma punch and CNC multi-head burning torch

equipment as well as new electric hand pallet trucks and new fixtures for manufacturing intermodal well cars.

Via Progressive Railroading

CSX NEWS

The CSX will shortly reroute two of its Quality Trains, O500 and O501 from their present Chicago, Garrett, Cincinnati route to a new route. The new route will use the old Monon from Chicago to Crawfordsville, In. where they will switch over to CR to Indianapolis and then to Cincy. *Via Indy Railfans*



WHEEL REPORT

CHAMPAIGN TOWER is still standing and will be for some time. The tower will be used to supply parts for towers in the Chicago area. In the meantime, some of the members of the Monticello Railway Museum have been given permission to remove parts that are not necessary for other IC towers. They have also removed parts from the Gibson City tower as well as Avenue Tower in Springfield. In late May Avenue Tower was leveled. As a result the switchers that was normally kept at Springfield has been moved to Mt. Pulaski.

The new **CP SYSTEM PAINT** has been applied to several units. SD40-2's 5413, 5475, 6034 and 6607 have the new candy-apple red (ala SOO) with the road number below the cab, large "CP" on the nose and the Canadian and USA flags on the long hood. The first unit is former KCS 670, the second is former Southern 3247 and the 6607 is ex

Soo 6647. Member Doug Butzow reports that two new units were spotted one evening in late May southbound. It was dark but Doug said the new paint scheme looks sharp. *Railtimes via the Lake Shore Timetable*

Two famous railfans passed away recently. **Robert B. Claytor**, retired chairman and chief executive of Norfolk Southern Corporation died on April 9 of cancer. Mr. Claytor was the architect of the 1982 merger of the Southern and Norfolk and Western Railways. He was personally responsible for the restoration and operation of the N&W steam locomotives and often served as the engineer on the train.

On April 8 **Mr. Grif Teller** passed away. Mr. Teller was a well-known artist that painted 27 of the 33 Pennsylvania Railroad calendars from 1929 to 1942 and from 1947 to the end of the calendar series in 1958.

New member **Hank Sherwood** recently donated 7 HO cars to the layout at Rossville. They are, of course, Chicago and Eastern Illinois cars dating from the gray era to the more modern "MP Buzz Saw" era. They are a welcome addition.

Norfolk Southern is taking delivery of the new SD-70's. They will be conventional cab and are numbered 2501-2506. With most of the ex-NKP motive power gone the railroad can begin to use the 2000 series numbers again.

The **P&E** side of Conrail is still on the block to be sold. Recently the traffic that was moving to Mervis, Inc. for disposal has been stopped. For several years Conrail was removing track materials out east and shipping the waste to Danville for disposal by Mervis at the former Lyons Yard south of Danville. That business is now gone. In August 1994 GM has announced that they will close the Tilton foundry. A second buyer is now looking at buying the plant with plans to keep

it open. Unless the unions take a cut in wages and benefits it is doubtful if the plant will remain open. With these two businesses gone it is doubtful if the line can be sold to one buyer as Conrail would like to do. This line still sees a SD-40 or C-40 on occasion.

The **ILLINOIS CENTRAL** is operating a new painted Operation Red Block locomotive on the system.

RAILROADS IN QUOTATIONS:

If the trucks on our highways get much bigger, it won't make much difference if they do beat the trains to railroad crossings. (*LIFE Magazine*)

I believe I never knew anyone who was not ashamed of the truth. Did you ever notice that a railroad company numbers its cars from 1,000 , instead of from 1? (*E. W. Howe*)

TWO CHAPTER CHARTERS AWARDED AT LITTLE ROCK MEETING:

The Society welcomes its newest communities of membership - Grand Canyon Chapter (Williams, Arizona) and Yaquina Pacific Chapter (Toledo, Oregon). We extend a cordial welcome to our new friends and look forward to following their progress and new activities. *Via NRHS News*

The **Chicago & Illinois Midland** has been granted trackage rights over CNW from Crescent to Sommer in exchange for .3 mile trackage rights over C&IM by CNW. A connector track at Crescent (Powerton) permits CNW to drop off coal trains directly to the C&IM yard.

CNW has won the contract away from the TP&W for the delivery of Kentucky coal to the Cilco power plant west of Peoria. CSX runs the coal into Proviso Yard, Chicago, where the CNW drags it along its east-west main and then down the St. Louis line out of Nelson, IL to Sommer.

ANOTHER WABASH CABOOSE has arrived in Monticello at the

Monticello Railway Museum. Number 2834, sister to our 2824, is now in safe storage at the museum. Owned by the Wabash Railroad Historical Society, the caboose will be restored in the solid red scheme (Bill Darner is smiling) by the members of the society.

NKP 587 will operate from Indianapolis to Bloomington on July 10 and 11. The engine will operate from Indianapolis to Spencer on August 28 and 29. The Bloomington trip will be on the Indiana Railroad and will feature a tour of Bloomington. The round-trip cost is \$49.50. The Spencer trip will be via the old Pennsylvania line following the scenic White River Valley. For more information contact the Indiana Transportation Museum, PO Box 83, Noblesville, IN 46060-0083.

CONRAIL AND GENEVA STEEL of Geneva, Utah have signed a two-year contract for Conrail to move coal unit trains to Geneva from Sonman Slope, Pa., via the Denver, Rio Grande & Western RR. Empty cars will be reloaded with coal in Utah for backhaul to the Cahokia Marine Terminal at Sauget, IL. The contract covers 200,000 tons of coal, worth \$2.6 million in Conrail revenue. Conrail retained the business under the new contract despite competitive pressure from mines located on Norfolk Southern and CSX Transportation. *Via The Coal Bucket, Horseshoe Chapter.*

CLINTON TO FREIGHT RAILROADS: KEEP ON PAYING!

The 1990 budget reconciliation act increased motor vehicle taxes by a nickel a gallon and earmarked 2.5 cents of that for deficit reduction, the balance to the Highway Trust fund. Thanks to heavy trucker lobbying, the act also instituted a 2.5 cent a gallon tax on freight

railroads' fuel, with the proceeds going to deficit reduction. The truckers' rationale: if trucks paid a deficit-reduction fuel tax, the railroads should also.

Now, President Clinton's FY 94 budget calls for the railroads to continue this contribution to deficit reduction through October 1, 1999. However, effective October 1, 1995 - when the tax otherwise would have expired - payments by trucks and other highway users would be redirected to the Highway Trust Fund to fund highways (one-half penny will go to transit).

When - at DOT's April 9 "interest group" budget briefing - a railroad industry representative asked why the administration did not simply terminate the railroads' tax for reasons of simple equity, the answer was: "it's hard to turn off a tax."

Via National Association of Railroad Passengers

BERWIND ACQUIRES FORMER ITEL SHOPS

Berwind Railway Service Co. has acquired two former Itel Rail Corp. repair facilities located at Junction City, Kansas and Council Bluffs, Iowa. The Junction City shop has 105,000 sf under roof on 41 acres

of property and is fully equipped to perform a wide range of services from repairs to new car building.

The Council Bluffs shop has 15,000 sf under roof on six acres and provides services to all type of freight cars except tank cars. Berwind Railway also has facilities in Hollidaysburg, Pa.; Marshall, Texas and Neodesha, Kan.

(The Itel facility in Danville has not been sold yet. Rumors were about last year that the new facility has been sold, but nothing has happened yet. Itel closed the 4.2 million facility about 9 months after completing construction two years ago.)

THE ICE TRAIN COMETH.. TO AMTRAK

Amtrak has signed an agreement to test and demonstrate the German InterCityExpress (ICE) ultra-high speed train along the Northeast Corridor between Washington and New York later this year.

This will be the second test and demonstration of European high-speed passenger equipment to be conducted by Amtrak this year. It recently concluded several months of testing and revenue operation of Sweden's X2000 along the Northeast Corridor.

Under the agreement with Siemens Corp. and AEG Westinghouse, Siemens and AEG will lease one ICE train from German Federal Railways, configure it for Northeast Corridor operations, transport it to the U.S. next month, and provide technical support for the tests and demonstrations.

The trains will operate in revenue passenger service for a time this fall to gauge customer response.

The ICE train began operating in Germany in 1991. Business passenger volume has increased 30

ATTENDING THE CONVENTION?

Are you planning to attend the convention in Chicago this summer? We hope that many of you will be able to attend part of or the complete convention. If attending any part of the summer meet in Chicago we would like to know. Drop your editor a card and tell him the days you will be in town. Also, we have one opening in a double room, let Rick know if you need space.

percent on the Frankfurt-Munich run since the ICE train was introduced. Like the X2000, the ICE train currently operates only over electrified lines.

Amtrak hopes to buy 26 new high-speed passenger trains over the next few years.

Via Rail News Update

MARYLAND MIDLAND BUYS THREE NEW LOCOMOTIVES

The Maryland Midland Railway has obtained three GP-38 diesel electric locomotives. The units, originally built by the Electro-Motive Division of General Motors Corp., were purchased by Maryland Midland from Helm Financial Corp. after completing a major overhaul at Metro East Industries in East St. Louis, Il.

Each of these multi-purpose 2,000 hp units weighs in at about 140 tons and contains some of the most modern mechanical and electrical features available. To purchase these locomotives, Maryland Midland sold its two oldest and smallest engines and obtained financing through Carroll Country Bank and Trust Co.

"We are extremely pleased to be able to upgrade our locomotive fleet in both quality and quantity," said Paul Denton, Maryland Midland president. "This is a direct result of our substantial growth over the last three years. These three GP-38's will be able to handle 5,000 gross ton trains over Maryland Midland with ease, even considering the hilly profile of our territory. With the rebuilding of our other three locomotives, by June all six of our engines will be on the property and at a quality and performance level second to none."

Via Progressive Railroading

AMTRAK X-2000 IN ILLINOIS

The Swedish built X-2000 will be in Central Illinois from June 16 through June 20. On June 16 the train, powered by diesel, will make two trips from Chicago to Dwight and return. The train will leave Chicago at 8:45 AM, arrive in Dwight at 10:10 AM. Departure will be at 10:25 AM with arrival in Chicago at 11:50 AM. The second trip will be at 12:45, 2:10, 2:25 and 3:35 PM.

On the 17th the train will leave at 11:30 AM with arrival in Bloomington-Normal at 1:35 PM. The train will be on public display from 2:30 PM TO 6:30 PM. The following day the train will leave at

**ALL
ABOARD
AMTRAK**

7:00 AM. With arrival in Springfield at 8:15 AM, then St. Louis at 10:30 AM. A round-trip to Springfield will leave at 11:30 AM with arrival at 1:30 PM. Departure is at 2:00 PM with an arrival in St. Louis at 4:00 PM. The equipment will be on display on the 19th from 10:00 AM to 5:00 PM.

On June 20 the train will leave St. Louis at 8:00 AM with arrival in Springfield at 10:00 AM. Where it will be on display until departure at 1:00 PM. At 1:45 PM the train will leave for Chicago with arrival at 5:15 PM. The following day the equipment will head for Kalamazoo, Michigan.

CLINTON TO CUT AMTRAK IN STIMULUS; HIGHWAY SPENDING UNSCATHED

Pres. Clinton's April 16 compromise stimulus offer maintained his full \$3 billion highway proposal but cut Amtrak, transit and airport spending 44%, putting Amtrak at \$105 million; transit at \$420 million.

Highway spending enjoys bipartisan popularity among politicians at all levels of government. Highways also enjoyed a special status in stimulus reporting. For weeks, the media called the original \$19.6 billion package a \$16.3 billion package. The difference is \$3.3 billion in trust fund spending - including \$3.0 billion for roads from the Highway Trust fund.

The fact that highway spending comes from a trust fund means it is "paid for" even though it obviously adds to the deficit. This helps explain the advantages to a program when it is "trust funded." It also helps explain why people from the appropriations committees and Office of Management and Budget dislike trust funds - every additional program that gets one makes total spending harder to control.

In any event, highway spending was the only transportation part of the package to which Republicans did not object and which Clinton did not offer to cut in his April 16 compromise (even though airports

UP CHALLENGER

The Union Pacific will run challenger #3985 through this area on July 19th and again on the 25th. The train will leave St. Louis at 8 AM with arrival in Villa Grove at 1 PM. Departure is scheduled for 2 PM. The southbound trip will leave South Suburban, IL at 8:00 AM with arrival in Villa Grove at 1:30 PM. Departure is scheduled for 2:30 PM. Photo runbys are scheduled for each direction, traffic permitting.

On Thursday the train will be part of the convention with departure at 8 AM. Crew change will be at Villa Grove, the train will turn at Findley and return to Chicago.

and part of transit are also "trust-funded").

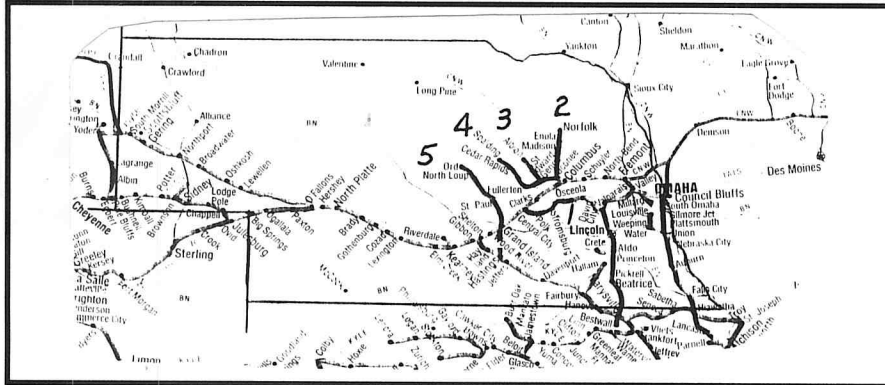
Pro-environment rhetoric is "politically correct" but it is still tough to get distribution of funds to reflect those priorities.

Via National Association of Railroad Passengers

Albion;

-4 Cedar Rapids Branch, 45 miles from Genoa west through Cedar Rapids to Spalding; and

-5 Ord Branch, 60 miles from Grand Island northwest through St. Paul and North Loup or Ord.



UP LEASING 250 MILES OF NEBRASKA BRANCH LINES

Union Pacific Railroad plans to lease about 250 miles of branch lines in eastern Nebraska to a short line railroad. The new operator, Nebraska Central, intends to begin operations as soon as practicable.

UP officials said the lease package is part of the company's long-term plans to sell or lease lighter density feeder lines to short line railroads, thereby maintaining rail service to the rural communities served.

The lease package includes:

-1 Stromsburg Branch, 62 miles from Central City east through Stromsburg and David City to Brainard;

-2 Norfolk Branch, 48 miles from Columbus north through Humphrey and Madison to Norfolk;

-3 Albion Branch, 35 miles from Oconee west through Genoa and northwesterly to St. Edward to

Nebraska Central will have trackage rights over Union Pacific's main line between Central City and Grand Island. The line plans to locate its headquarters in Columbus.

Via Progressive Railroading

IT IS THE LAW!

From the pages of Dick Hyman's THE TRENTON PICKLE ORDINANCE come the following laws, statutes, and regulations of rail operation which are of questionable origin. We have always felt it would be interesting to see a companion volume that traces the reasons behind these strange laws that actually existed or do exist today.

Dogs in Denver, Colorado are not entitled to transfers on the tramway; also, they must pay full fare.

New York City said you cannot shoot rabbits from the rear of a Third Avenue streetcar -- when the car is in motion.

In Central Falls, Rhode Island, it is illegal to pour pickle juice on the streetcar tracks.

Maryland law makes it illegal to knock a freight train off the tracks.

According to a judicial decision in New York, "A railway company which negligently throws a passenger from a crowded car on a trestle is held liable for injury to a relative who, in going to his rescue, falls through the trestle".

There is a Wisconsin law forbidding anyone but railroad employees and newspaper reporters to walk on the tracks.

It is against the law in North Dakota for a railroad engineer to take his train home with him each evening unless he carries a full crew.

Putting salt on the railroad tracks is a criminal offense in Alabama.

In Anderson, South Carolina, it is illegal for anyone to curl up on the railroad tracks to take a nap.

It is unlawful to sneeze on a train in the State of West Virginia.

Mississippi state law forbids soaping railroad tracks.

Illinois law declares that it is illegal for a streetcar conductor to collect fares without wearing a hat while it is a Texas Law that when two trains meet at a railroad crossing, each shall come to a full stop, and neither shall proceed until the other has gone.

Doug Butzow works on the tracks in Yard Center on the model railroad at the Rossville Museum.

