

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.

OFFICERS FOR 1994

Our 26th Year

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

Volume 26

June 1994

Number 6

COMING EVENTS

June 16, 1994

Monthly meeting beginning at 7:30 PM, Palmer American National Bank in downtown Danville (last meeting of the summer).

June 20-26, 1994

NRHS Annual Convention, Atlanta, GA.

July 11 & 12, 1994

Annual Great Circus Train from Baraboo, WI to Madison and then to Milwaukee via the C&NW and Soo Line.

August 6 & 7, 1994

Chicago Chapter, NRHS sponsors

#611 to Ft. Wayne on the 6th and Argos on the 7th.

September 15, 1994

First monthly meeting of the fall.

October 22 & 23, 1994

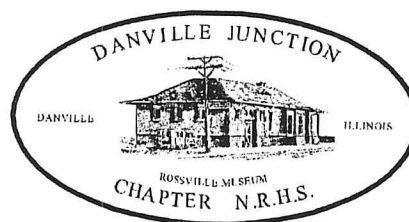
Chicago Rail Association sponsored trip on the EJ&E. Contact them at PO Box 53, Oak Park, IL.

NEXT MEETING

The June meeting will be held at the Palmer Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM. Remember, this is the last meeting of the summer.

So far we have had staff at the museum. Unfortunately we have had fewer visitors this year so far, however, those that have stopped have made purchases. We still need volunteers each weekend this summer.

The museum will be open from noon to 4 PM each weekend day and your help would be appreciated. Advertising the museum is



more important than ever this year and we have placed brochures in various motels in the Danville area.

The program will be announced at the meeting.

MEETING MINUTES **- MAY 21, 1994** **PALMER BANK**

There were not enough members present to conduct business.

All items tabled until the June meeting.

MUSEUM NOTE: **KEY BORROWED** **AND NOT** **RETURNED**

Member Bill Pearson had another member come to his door to borrow a key to the museum, since the member forgot to bring his own and Bill lives near Rossville, but Bill doesn't remember who it was. If you are this member, please return Bill's key to him or a Chapter officer. Thank you.

NOTE FROM PRESIDENT PROSSER

From Larry's copy of NRHS NEWS... Railfan Directory to be published.

The Railfan Directory is envisioned as being a means to allow railfans visiting unfamiliar areas to contact local railfans for information on current operations, etc.

The directory is scheduled for publication in early 1995, but in order to make this a reality, your help is needed. To be listed free of charge, please send your name, address and area railroads that you can provide information on to:

Gordon Monneyhan, THE RAILFAN DIRECTORY, P.O. Box 2328, Myrtle Beach SC 29578-2328

Your telephone number is optional - give it ONLY if you really want it included. A special note to "rail hams" - please include your call sign.

All contributors will be able to purchase copies of the directory at a discount from the regular price. Currently, it is estimated it will sell for between \$15-20.

NEW TRAINS ON CSX

Two new merchandise trains have been added to the scheduled trains passing through Danville on CSXT. R645 (southbound) and R646 (northbound) are probably permanent replacements for the second sections of Q647 and Q648 that had been running regularly. All of these trains run between Chicago and Waycross, GA. Both new trains seem to be in Danville in the early or mid morning hours.

UP PURCHASE **PUSHES AC** **TRACTION ORDERS** **PAST 800**

More than 800 new AC traction locomotives have now been ordered by the nation's railroads since late last year, as a result of a Union Pacific commitment to order 100 new AC Traction units from General Motors' Electro Motive Division.

This is in addition to 140 AC locomotives that UP had previously ordered from General Electric. UP put the value of its two orders for a total of 240 locomotives at \$290 million.

UP's orders come on top of previously announced orders of 350 AC locomotives by Burlington Northern, 250 by CSX Transportation and 25 by Conrail. Combined with orders for conventional DC units by these and other railroads, more than 1,000 new locomotives have been ordered by U.S. railroads since late last year.

Industry observers are calling the wave of AC locomotive orders the most significant development in railroad motive power since the industry switched from steam to diesel 40 years ago.

"AC traction locomotives represent a gigantic leap in technology, certainly on the same magnitude as when our industry converted from steam to diesel in the 1950s," said Dick Davidson, chairman and CEO of Union Pacific Railroad.

Under agreements with GE and GM, the initial AC model units to be delivered in 1995-96 will have 4,400 horsepower. They will be built so that they can be converted to deliver 6,000 horsepower when that technology becomes available.



Today's locomotives are powered by a diesel engine turning a generator providing electrical power to direct current motors located on each wheel.

The new locomotives will have an inverter that will change the direct current to alternating current. That will allow use of AC traction motors on the axles. "The AC motors will provide much greater wheel adhesion and along with higher horsepower, reduce the number of locomotives needed to pull a train," Mr. Davidson said. The new units will also require less maintenance and fuel.

"Down the road, AC locomotives will provide us with major economic benefits," he added. "We expect that every new AC unit will allow us to replace our older SD40-2 units at a ratio of two to one."

Via Rail News Update

HIGHLIGHTS FROM SPRING 1994 BOARD OF DIRECTORS MEETING

The Society's Board of Directors met on April 17, 1994 in St. Louis, Missouri. A preliminary count was 72 voting directors present with a total meeting attendance of 97. Here is a summary of some of the things that happened.

A new chapter was chartered: The **Carolina Clinchfield Chapter** in Bostic, North Carolina. Charter membership is 39 Regular and 25 Family Members.

In financial matters, the Board received new up-to-date financial reports from Comptroller Bob Heavenrich. There was a consensus that the financial reporting problems discussed in Wilmington are resolved, and the business item to reconsider the re-election of the Treasurer was dropped. The annual audit report will be distributed in the Notice of Meeting package. The Society's first annual report to the membership will be published in Bulletin #3, summarizing our fiscal year 1992 results. Two additional bank accounts were authorized to improve financial administration. John Marshall is appointed Property Officer to keep track of the Society's furniture and equipment.

The Board instructed the Bylaws Committee to develop proposals on term limits for National Officers. Proposals will be considered at future meetings.

In Convention news:

- John Wilson has retired as head of the National Convention Committee, which will now be chaired by Judy Calvert.
- The final report of the 1993 Chicago convention was accepted. Net income was \$3,529, of which 50% was paid to the National.
- The 1994 Atlanta convention has already received about 500 orders from pre-registrants, with ticket distribution to start in early May. Orders from the bulk mailing were just starting to come in at the meeting time. Friday tours of MARTA and possibly other late adds will be sold at the registration desk. The seminar schedule will be published in the May NRHS News.
- The 1995 Lancaster convention program will feature operations on East Broad Top, Octoraro, Reading & Northern, Strasburg, SEPTA, plus a 7/1 Lancaster-Harrisburg-Sunbury-Scranton trip with Amtrak equipment.
- The NCC is calling for bids for 1997-1999.

In other matters: Dave Ackerman reports membership inquiries were up 10% from last year and 75% of inquiries joined; both rates are new records. 1993 was the 25th anniversary for 6 chapters (of which our chapter was one). In 1994, 5 more chapters reach the 25 year mark and one (West Jersey Chapter) makes it to 50 years. Bulletin #3 this year will contain reports from 139 chapters, another record.

The Nominating Committee is sending a form to all National Directors asking for evaluations of the work of the Officers and suggestions for candidates. Please respond.

EDITORIAL

You may have noticed last month the lack of cuts and some local news. Your editor has become very busy at work this spring and time is becoming a premium to get the newsletter out.

In January I was promoted to project manager status for the NS railroad projects. This involves projects in Alton, Wood River, Springfield, Poag and Calumet, IL; Van Loon and Lafayette, IN; Columbus and Cleveland, Ohio. This spring, with the construction season starting, most became very active. Springfield is taking most of my time and I have assigned another employee to the Lafayette project.

Last month we were interviewed by Conrail and will start on their projects in a month or so. Projects will involve overpass and underpass structures as well as grade crossings in Illinois, Indiana, Ohio and Michigan. CSXT has ask for one proposal and we have attended an openhouse at their new regional engineering office in Cincinnati. We will start doing some work for them soon. In addition our Chicago office has become involved with CP Rail and the rebuilding of the Bensonville Yard. As more work comes on line I will become more involved.

I intend to continue as editor, so don't become concerned Larry. I just wanted you reader's to know that the quality and content may change sometimes depending upon my time.

I do want to thank Bruce Bird, Mike Vice and Doug Nipper for contributing to the newsletter. They have been a great help. Additional help on local news from Danville members, or news from the area from the rest of you would be appreciated.

Rick

THE IDAHO CONNECTION

By Michael Vice

In reference to the article on the Champaign area railroading in April issue of the Flyer, page 2, 5th paragraph. It was mentioned how the "UP" has been running a lot of foreign power." I admit that the two NS units were foreign and probably a refreshing sight to see on the UP. And the CHMXZ and FWCHZ with the CNW GP50's is different only because of the GP50's, but not because of the CNW. Not a day goes by that I don't see at least one UP train with CNW power lashed-in. However, the power is always one of CNW's 132 SD40-2's numbered 6801-6935. Incidentally, as I was writing this letter the westbound NPPC (North Platte to Pocatello) went through with a UP SD40-2 and CNW GP50 5071. Apparently CNW is starting to move/lease their 48 GP50's, which are numbered 5050-5099. These units are rated at 3500 hp and have 1980 listed as the build date.

I usually chase/photograph the UP on the week-ends, and the day that I wrote this letter turned out to be a big day for pool power. Besides the unit mentioned above, there was also the following. The westbound APL stack train, APNPSE, from North Platte to Seattle had Conrail quality Dash 8-40CW 6134 as the 2nd of 3 units. An eastbound manifest had CSX SD50 8562 as one of the units. An eastbound lumber train had Santa Fe SD40-2 5182 as the last of three units. A westbound manifest was lead by SD40-2 3220 and CNW GP50 5076. The LUM50, a local from Pocatello to Montpelier, saw the return of the morning CNW GP50 5071. And at sunset was a westbound mixed freight with NS SD70M-AC 2522 as the 3rd unit.

Other "foreign power" that I have seen recently on the UP Green River Division here in Idaho includes the

following. On April 23rd a westbound had a CSX and Chessie SD40-2's, a black Seaboard Coast Line unit, and MARC (Maryland Area RR State Administration) GP40 #30. Undoubtedly on their way to Morrison Knudsen near Boise. During February and March I saw CSX yellow nose SD40-2 8010 on four different occasions. On April 24th, Conrail Quality Dash 8-40CW 6126 was lashed-in on a westbound manifest. Also on April 24th was Santa Fe SD40-2 5099 on the APNPSE. April 25th was CSX SD40-2 8460 on the LUM50. And on April 28th a eastbound manifest had Santa Fe C30-7 8129 as the 2nd of 4 units.

As some of you may know about me, I do get bored with the UP since it is the only color within a 150+ mile radius. So, seeing trains with other power lashed in is a very welcome site. The CNW does not excite me as it is just another shade of yellow.

I'll do my best to keep my eyes and ears open regarding any news on the UP here in Idaho. Until then, keep your cameras handy as you never know what might be coming, and enjoy those magnificent trains.

BILL WOULD PROTECT LABOR IN SALES OF SHORT LINES

Recently introduced legislation opposed by the railroad industry would force the railroads to protect displaced workers' wages for up to six years after the sale of lines to new short-line operators. Rep. Bernard Sanders, who introduced the bill, said it closes a loophole in the 1980 Staggers Rail Act that is used by railroads "to get rid of unions by phony sales of short lines to supposed non-rail entities." It would end the Interstate Commerce Commission's exemption process under the law "so that railroad companies cannot use it to reduce labor

protection." Rep. Sanders continued in a "Dear Colleague" letter to House members.

The exemption process was considered a major piece of the Staggers Act, because it gave railroads more flexibility in shedding money-losing branch lines. It also gave railroads greater freedom to abandon track and stop providing service to shippers located along the lines.

"Carriers have manipulated corporate form over substance so they can transfer work from existing, unionized carriers to newly minted, non-union short lines." Rep. Sanders asserted.

Edwin Harper, president and chief executive of the Association of American Railroads, counterattacked with a letter of his own to House members. Mr. Harper said imposing the cost of labor protection on short-line sales would "remove the incentive to sell light-density lines as distinguished from abandoning them," and result in lost rail service and jobs in many communities. "If labor protection were mandatory, many short-line sales would likely not take place, and lines would be abandoned rather than sold for continued rail operation," he said.

Mr. Harper's letter also jabbed at Rep. Sanders for alleged misstatements about the legislative record in connection with past attempts to pass similar legislation in 1987 and 1990.

The Sanders bill has 20 co-sponsors, all Democrats, and was referred to the House Energy and Commerce Committee. No committee activity on the measure currently is scheduled and there is no similar bill in the Senate.

Rep. Sanders cited recent actions by the Wisconsin Central Railroad to justify his legislation. In 1992, Wisconsin Central set up a subsidiary to purchase two short-line rail-

roads and asked the ICC to exempt it from labor protection requirements. That request eventually was denied by the ICC and the short-line employees were either guaranteed jobs or payments.

Via CBOT Transportation Newsletter

TWO MAINLINES FOR NORFOLK SOUTHERN??

Norfolk Southern will eliminate a major bottleneck on its heavily used Fort Wayne-to-Chicago route if it follows through on a tentative pact to buy 61 miles of track from Conrail.



After its engineers determined that the secondary track could be maintained at an acceptable cost, NS last month

agreed to buy the Conrail single-track line between Warsaw and Valparaiso, Indiana for \$4.46 million in cash.

As part of the deal, Conrail will grant NS the rights on 39 miles of track between Warsaw and Fort Wayne, the site of a Triple Crown terminal that NS bought from Conrail years ago. Earlier, NS had purchased 18 miles of track between Valparaiso and Gary, Ind., from Conrail for \$1.4 million.

The two purchases will give NS a badly needed alternate route between Fort Wayne and Chicago for its Triple Crown service, said James W. McClellan, director of corporate development in NS real estate department. Volume on NS' existing Valparaiso-Fort Wayne line now averages - 30 to 40 trains a day.

NS plans to add a second connector at Speicher, Ind., where the Conrail line crosses track belonging to CN North America's Grand Trunk Western subsidiary.

NS said the Conrail line is rated by

the F.R.A. for speeds of 40 mph, but in 5 to 10 years, it could be upgraded to 50\60 mph, the FRA-mandated speed of its current line.

Conrail has long wanted to abandon the lightly used line, once used for Chicago-Pittsburgh traffic and last used by Amtrak's *BROADWAY LIMITED* and *CAPITOL LIMITED*. East of Warsaw, Ind., this line was once Pennsy's 'race-track' for its "Blue Ribbon Fleet" of passenger trains.

Via Ties and Tracks

RELOCATION PROJECTS - UPDATE

Lafayette, Indiana

This project is moving along quickly. The plan is to make the official cutover on July 18 and plans are underway for the political people to be on the site. The contractor has Smith Street closed and the turnouts for the new interlocking area being installed. CSXT track has been constructed and the contractor is in the process of placing ballast.

The "new depot" will be a asphalt platform just north of the Wabash Avenue bridges and south of the old depot. Speaking of depots, the contract has been awarded for the new depot complex and work has begun. Next spring the old depot will be moved about 4 blocks north to the new site.

After July 18 the contractor will begin removal of the tracks in 5th Street so if you haven't got the photos you want yet you had better hurry.

Springfield, Illinois

By the time you read this Iles Tower will be out of service. The cutover is to be June 13 with the operators staying on until the 17th. The date of actual tower removal is not known since asbestos has been found (to no surprise) and the pa-

perwork will take time.

The trackwork for the new Iles interlocking is about 80% complete with ballast work starting soon. Material delivery on the SP turnout will delay that area some. Farther south the mainlines of both railroads have been constructed to the cutover point. The N&W siding is being constructed south to the Midstates area.

On June 15 the Midstates Warehouse tracks will be removed in a 45 day service outage. During that time the SP will line over the west track and begin the installation of 5-No. 20 turnouts. It is questionable if the track can be constructed in that amount of time.

The NS signal department has begun work on crossings at West Grand Avenue and Cockrell Lane. They are setting the signals at the end of siding and the new KC Junction near Veterans Parkway. The State of Illinois is hoping for a August cutover of the tracks but this appears out of the question. A later fall date is more realistic.

Rick Schroeder

UPDATE ON LINCOLN FUNERAL TRAIN PROJECT

Attendees at the 1993 Chicago Convention will recall the beautifully executed model of a car from the Lincoln Funeral Train and the personable and knowledgeable commentary by Wayne Wesolowski, the project's director. The Illinois Benedictine College forges on with the project and is in need of a few bits of information. Perhaps someone in our Chapter can assist:

1. A full scale replica of the funeral car had a featured place in the *WHEELS A'ROLLING* pageant in the 1948 Chicago Railroad Fair. Do you have any member who is a specialist in the two railroad fairs at

RAILROADS REPORT TWO BUSIEST INTERMODAL WEEKS ON RECORD

For the first time ever, U.S. railroads have moved more than 160,000 trailers and containers in a single week. And to prove it was no fluke, railroads did it two weeks in a row.

Railroads loaded 161,603 trailers and containers onto rail equipment during the week ended April 30, 16.4 percent more than in the comparable week last year and 1.9 percent more than the previous record of 158,533 in the week ended October 30, 1993, the AAR has reports. Then, the following week, railroads moved another 161,332 trailers and containers.

Speaking of the record week, AAR President and CEO Edwin L. Harper said, "That's equivalent to taking 1,683 miles of trucks off the highways in a single week. And since the average rail-hauled trailer moves more than 1,000 miles, that means rail intermodal service reduced truck mileage by some 160 million during the week.

"Some of the record traffic was undoubtedly due to the Teamsters' strike against less-than-truckload (LTL) motor carriers," he continued. "But given the fact we were running more than 10 percent ahead of last year's pace even before the strike, that additional LTL traffic was quite small.

"In the future, I believe we will be receiving even more business from LTL motor carriers," Mr. Harper added, pointing out that the tentative contract with the Teamsters gives LTL carriers the right to almost triple their use of rail intermodal.

A monthly record was also set during April, as railroads moved a total of 623,642 trailers and containers during the four weeks ended April 30. The previous record of 620,692 was set during the four weeks ended October 30, 1993.

Brad Skinner, vice president of intermodal sales and marketing for Southern Pacific, was quoted in the Journal of Commerce as attributing the record volume to three factors; the LTL strike, strong international traffic and intermodal marketing company efforts with traditional customers.

For the first 18 weeks of 1994, the AAR reports that intermodal volume totaled 2,690,516 trailers and containers, 12.3 percent more than in the same period in 1993.

Via Rail News Update

Chicago and can furnish information on the car? The Project would like to include information in a booklet that goes with their coming exhibits.

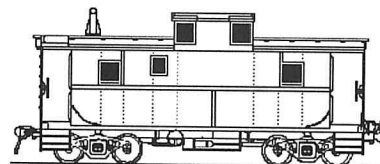
2. The Project has been working with the National Funeral Service Museum in Houston that has some unique items related to the Lincoln Train they are sharing with them. In a related project the Museum is restoring a baggage cart

used for coffins transported by rail to funerals in the 1930 era. They would like to contact members who specialize in or have data/knowledge of the Railway Express Agency with an eye to matching the color scheme of the restoration project. (Contact Dr. Wesolowski).

On June 11 the Lincoln Group of Illinois will be meeting on the Lisle campus at 11:00 AM in the Lownik Library, with a special preview ex-

hibit of the Lincoln Train. Any members of the Society interested in attending please contact Wayne at 708/960-1500. The address is Dr. Wayne E. Wesolowski, Professor and Exhibit Director, Illinois Benedictine College, 5700 College Road, Lisle Illinois 60532-0900.

Via NRHS News



WHEEL REPORT

NO. 765 IN 1994: The ex-NKP 2-8-4 #765 will not operate in 1994. The trips the Fort Wayne Railroad Historical Society proposed on CSX will not run because of the inability of the group to find the \$200 million liability insurance coverage required by CSX for passenger excursions. As a result, the Berkshire will remain cold in the shop at New Haven, Indiana at least until next year. And, so far, CSX has not moderated its insurance requirements. *Via Steam News*

BN ON NS -The Burlington Northern and Norfolk Southern are reaching agreement which will see the BN operating on NS from Litchfield to St. Louis. Presently the BN uses the UP to reach the area with two trains a day. The new arrangement is just one more agreement that the two railroads have for traffic.

An addition to the agreement will be for NS to operate on the BN from Litchfield to Sorento. There NS will return to their own rails and take the coal trains to the CIPS power plant at Coffeen. NS plans to abandon the ex-NKP line from Sorento to Edwardsville. Wye connections will be constructed at Sorento and Litchfield.

CONRAIL

New Power: In a surprise move, Conrail has cancelled its order for 26 GP-60M and 4 SD-70M units from GMD. Instead, Conrail has decided to order 30 SD-80IMAC units, which will be the first of this new model. This new GMD model will feature 5,000 hp under the hood, have AC traction motors, and be equipped with the new isolated "WhisperCab". The units are expected for early 1995 delivery. In addition to this change, Conrail has also changed their order for C40-8W units from GE, by increasing this year's order to a total of 50 units.



Power Problems: During this past severe winter weather, Conrail has suffered from locomotive failure rates that have

not been seen since the early years of Conrail, with about 20% of the fleet being out of service on certain days. As a result, Conrail upper management has become very concerned that the main Juniata shop may not be able to spend enough time on heavy maintenance work. It is expected that corrective action will be coming to solve this.

Via The Mainline

CSXT

GN Tower may be the next to go: As noted in the W&LE news item, CSX is currently in the process of rebuilding "GN" interlocking at Greenwich, Ohio. As part of this project, the diamonds with the former AC&Y, now W&LE line are to be removed and replaced by a series of switches. The new arrangement will allow W&LE trains to not only crossover the CSX mainline, but also to stay on it and use possible future trackage rights to access Willard yard. Whether or not GN Tower is eliminated as part

of the work is not yet known, but chances are that time could well be running out for the ground level GN Tower, thereby eliminating another of the remaining towers along the ex-B&O mainline.

Another "Tower" also to go: CSX has also begun a major rebuilding project at Center Street in Youngstown, Ohio, with grading of the new roadbed well underway as you read this. With the traffic and volume having greatly declined at Center Street during the last 15 or so years, much of the surrounding trackage has become redundant.

As such, CSX is working to streamline the crossing by straightening out the ex-B&O mainline and installing a new crossing with the remaining active Conrail tracks. As part of this project, we can no doubt expect the one story Center Street "train directors" building to be removed. While it is not technically a tower, the one story building has looked like one and will be another piece of missing railroad history when it is gone.

Via The Mainline

AMTRAK

MIDWEST PROGRESS AT LAST?

This could be a big year for the Midwest. Set for completion this year are design and engineering studies of "next-step" improvements on the Chicago-St. Louis,-Milwaukee and -Detroit lines. This work is far more detailed than previous efforts. Moreover, Amtrak itself is doing the Chicago-Detroit study under contract to Michigan, minimizing the danger of post-study Amtrak claims that cost estimates are unrealistically low.

Studies by all three states should strengthen the hands of rail passenger supporters - including, hopefully, the states' DOTs - in procuring federal and state funds to permit

the visible service improvements this region desperately needs.

Ridership in Michigan also will benefit from attractive, new stations at Detroit and Dearborn-Greenfield Village (on which design work has begun).

The Detroit-New Center station that opens May 5 is temporary, but a vast improvement over Amtrak's disastrous, "temporary" facility in St. Louis. Detroit's permanent intermodal transportation center, which will be across the tracks from the "May 5" station, will be dramatically impressive.

Today's Dearborn station is a half-mile from the Henry Ford Museum and Greenfield Village, which must be reached by connecting shuttle. The new site is adjacent to the Village and the Hampton Inn and will double as a new Village entrance just for rail passengers! The Village is a Williamsburg-like setting (but attracts more visitors). It celebrates the entire Industrial Revolution and has its own steam railroad.

TRAVELERS' ADVISORY

On May 1, the Lake Shore Ltd. will get a Chicago-Albany dome coach. The train will leave New York at 7:10 p (1:45 earlier), restoring westbound connections. The New York-Washington Executive Sleeper, which has not run since mid-January, is scheduled to return May 1 - believe it when you see it.

The Chicago-Indianapolis Hoosier State will change schedules some days May 1. Westbound, it runs in the earlier Cardinal slot on "non-Cardinal" days (connections made to the Empire Builder and Zephyr/Wind/Pioneer must be made on the earlier schedule). Eastbound, it leaves Chicago at 2:30p, M-Tu-Th-Sa. This gives crews adequate rest at Indianapolis, but costs that city connections from the west on Mondays.

From February to mid-May, "Amtrak's Silver Screen," a pack-

age of movies, short-subjects and audio entertainment, is being introduced on Silver Star and Silver Meteor coaches. Amtrak is studying how best to offer sleeping-car passengers on these trains similar amenities until video-equipped Viewliners are in place late in the summer of 1995.

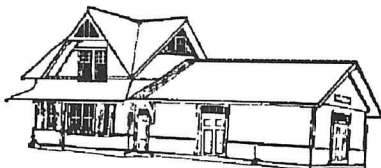
Silver Star/Meteor will get regular dining car service instead of buffet service June 1. Star's slumber-coach will run to Miami rather than Tampa, making Star and Meteor consists identical and giving more time for maintenance.

Also June 1, Lake Shore's slumber-coach will run to New York rather than Boston; and Crescent's Atlanta slumber-coach will be replaced with a regular sleeper (this and one existing Atlanta sleeper will be sold as slumber-coaches).

A new Amtrak station built with \$500,000 in state grants was dedicated at Roseville, CA on March 5. However, it is not yet open, due to the inability of the city and the Roseville Historical Society (which wants to staff the station with volunteers) to agree on insurance matters.

Amtrak's Miami Station on April 24 got a second local bus route - the #42 linking the station with bus terminals at Miami International Airport and Coral Gables (also Coral Gables Metrorail Station and Coconut Grove). Route L still links Amtrak with the nearest Metrorail Station and Miami Beach.

Via National Association of Railroad Passengers



TRAINS TO THE GAMES

We are deeply grateful to Jan Lindahl, News Editor for the Magazine of the Swedish Railway Club for supplying a report of the Olympic train traffic in Norway. We were teased by the occasional footage of NSB trains arriving and departing Lillehammer. Thanks to Kenton Forrest, he put us in touch with Jan, who wrote this fine report which arrived from Sweden this morning. So, enjoy!

"Play it safe!" was the strategy of the NSB - the Norwegian State Railroads - and that slogan turned the rail traffic during the Olympic Games at Lillehammer into a great success. A combination of careful planning and conservatism made it possible to run hundreds of extra Olympic trains without any real serious problems. During the two weeks well over 300,000 spectators made the trip from Oslo to the various game sites and back.

On Saturday the 13th of November last year a dress rehearsal was held, when all the extra trains were run. NSB employees were acting as passengers on half of the trains, while supervisors were checking whatever that could become a problem. And problems were found; for instance, at Oslo East station, where ticket inspections at the gates to the platforms took too much time and onboard the trains where temporary toilets had insufficient capacity.

The field test day pinpointed many problems that could be corrected before the games began. The rehearsal also made it possible to check such things as transfer times between the trains and the more than 2000 buses that took the passengers to the various arenas.

Only older, and well-proven, rolling stock was used in the Olympic trains. Five locomotive-hauled sets, each

consisting of 12 passenger coaches, were pulled by El.14-class electric locomotives, all of which had been overhauled just prior to this special assignment. The six-axle locos are regarded as the most reliable of all NSB power. Despite this, and of course in case of an electric power failure, diesels were kept as spares at five important stations. The schedules also contained extra time to avoid delays.

Together with the loco-hauled trains, eight trains each weekday consisted of nine-car sets of BM69-class EMUs. During the weekends as many as 14 trains were used. The train service was also supplemented by several charter trains with BM70-class EMU sets - the most modern NSB equipment - normally used in fast and exclusive InterCity Express service between Oslo and Gothenburg, Sweden.

During the Olympic Games this latter service was run by X2000-class tilting high-speed trains belonging to SJ, the Swedish State Railways. This was the same type of train as Amtrak tested last year, and in fact, X2 2013 - the train that was used in the United States - several times made the Gothenburg-Oslo run.

All freight trains were banned on the lines to Lillehammer and the freight traffic from the Oslo area towards the northern sectors of Norway were re-routed via the Roros line. This caused some extra problems, since the majority of the NSB routes are electrified but the Roros line is not. Therefore, NSB needed diesel locomotives for all the extra freight trains. Already on hand were seven German-built diesels rented from NS, the Dutch railroads, and 14 T44-class diesels on lease from SJ in Sweden.

In Norway, the largest class of diesels is the DI3-class, six-axle diesel-electrics, built under license from EMD between 1954 and 1969, by NOHab, a Swedish locomotive

builder. The same type of locomotives also runs in Denmark where they are called MY-class. Two of this class were rented by the NSB together with two similar locomotives belonging to a Norwegian museum association called the GM Group. Instead of paying the group for using their locos, NSB gave the two diesel veterans a complete overhaul in the Trondheim shops - something GM Groups needed more than money. So, to the delight of many railfans, the Olympic Games were accompanied by the distinctive sound of American GM diesels.

Several electric locomotives together with 50 passenger coaches were also leased from Sweden to free NSB power and cars for the Olympic trains.

Via NRHS News

LUNCH ON A HOOK KEEPS TRAINS ROLLING

It was lunch time - 5 PM.

Which really, timewise, does not follow. But lunch here, specifically that purveyed by the Ill-Mo Beanery and formally known as *Railside Lunches*, is not a regular schedule.

Lunch the other afternoon meant this: Mary Waddington and Bev Riley cooking hamburgers, frying eggs, making sandwiches, brewing coffee and packing cartons of milk, doughnuts and slices of pie into brown paper bags.

Lunch meant four humming refrigerators, a microwave, a sizzling grill and a big poster of Elvis, all in a squeaky clean kitchen with a sign on an open door saying, "Private Property, No Trespassing".

It meant nary a customer in the joint. Nor a cash register. Not exactly your everyday restaurant.

But the customers were coming, men aboard an eastbound Union Pacific diesel locomotive (three slave

units following) and 70-plus loaded trailer-train cars.

The scanner crackled.

"Passing the high school," it said.

Bev walked outside with three brown bags in a duct tape-reinforced cardboard box with a handle on it. The handle was wrapped in duct tape, too.

She crossed the street, walked up to the railroad tracks, then climbed what resembled a flight of stairs going nowhere. Atop the stairs was an inverted "L", the so-called "hook". She attached the handle of the box to the book and swung it toward the tracks.

The train, moving about 20 mph, got bigger and bigger as it approached, blasting its horn for the next crossing down the tracks.

Fifty yards from the hook, a crew member in a plaid shirt popped out of the diesel's cab, waited until the time was right and plucked the box from the hook.

That done, he took the bags and let the box drop to the ground beside the tracks, then waved at Bev as the locomotive and its slaves accelerated, picking up speed.

Bev retrieved her box and walked back to the little building.

"Next train due through in about an hour," she said.

Three bag lunches delivered. Now others to make.

In a way, what had just happened by the tracks had been sublime, a sort of ballet. Two persons acted with a learned sureness and grace despite being dwarfed by the massive power of the engines, the rumble of the cars, the whipping wind the train created as it passed.

Time was when things being picked up by a moving train wouldn't have caused a second glance. That happened all the time with mail sacks.

But the mail trains are long gone. So now it's just lunches.

And just the lunches from the Ill-Mo Beanery, the only place on the 21,000-mile Union Pacific system that delivers meals to crews by means of a flight of stairs going nowhere and a pipe that looks like an inverted "L".

Some folks here think that Ill-Mo provides the only such service of its kind in the country.

So maybe, here just south of Cape Girardeau, a part of the past lives on in Scott City.

Bennie Wheeler and Bob Camp own the place, an establishment that has been what it does since 1949. The UP and Conrail train crews that run between Poplar Bluff, Mo., and Dupou, IL., phone in orders night and day, and pick up two to four lunches per train.

This day, Bev and Mary were working the 4 p.m. to midnight and 8 a.m., and fill more brown bags, seven days a week, 365 days a year.

Bev's 39, a St. Louis native. She loves her job, going so far to decorate her delivery boxes with her nickname - "Puddle Duck."

Puddle Duck?

"That what they call me," said Bev.

Mary's a tad older than her co-worker - 86. She's worked in restaurants and cafes most of her life and said she has not the slightest intention of retiring.

"Only thing I've noticed at my age," said Mary, "is that I can't get up those stairs real good anymore."

"So I leave that up to Bev."

Bev didn't say a word. She just smiled and kept filling sacks.

Via James J. Fisher for the Kansas City Star from Hank Sherwood