

# DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

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

## OFFICERS FOR 1995

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Illinois Association of Museums

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## COMING EVENTS

### **June 15, 1995**

Monthly meeting beginning at 7:30 PM, Palmer American National Bank in downtown Danville. This is the last meeting until September.

### **June 24 & 25, 1995**

Railroad Days, Galesburg, IL. Swap Meet, layouts, Frisco #1522, slide shows.

### **June 27 to July 2, 1995**

60th Anniversary NRHS convention, Lancaster, PA.

### **July 3, 1995**

Monticello Railway Museum - Fireworks Special trains.

### **July 15, 1995**

Logansport, IN Logansport Train Show and Swap Meet and Iron Horse Festival, Logansport Mall, 10-4, no admission.

### **July 28-30, 1995**

Chatsworth, IL - Heritage Days, TP&W HS, swap meet and railroading show.

### **August 5, 1995**

Union Pacific Domeliner trip - St.

Louis Chapter - St. Louis to Chester, Mt. Vernon, Benton, Gorham and return. 8:00 AM to 6:30 PM \$65 to 130. (See article)

### **August 12, 1995**

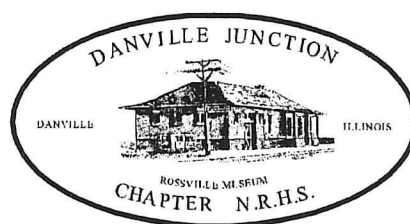
Union Pacific Domeliner on C&NW - Chicago Chapter - Chicago to Clinton, Iowa and return.

### **August 19 & 20, 1995**

Monticello Railway Museum - Caboose trains, the Chapter's Wabash Caboose will operate.

### **August 26 & 27, 1995**

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



## **September 16 & 17, 1995**

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

## **October 7, 1995**

Monticello Railway Museum - Depot Days - The Wabash caboose owned by the Wabash Railroad Historical Society will be dedicated.

## **MEETING MINUTES**

### **MAY 18, 1995**

#### **PALMER BANK**

Meeting opened at 7:33 P.M., President Larry Prosser presiding. Secretary's report was accepted as printed in Flyer. Treasurer's report read by Deputy Treasurer Bob McQuown and approved.

#### **OLD BUSINESS**

The "Executive Committee" has not yet met to discuss the meeting reduction topic brought up last month. They should be able to meet sometime over the summer at the museum when all officers are present... In regards to the Model Railroad Show, Larry and John High said their layout may or may not be there. At this point it's too early to tell. The only others would be Fred Schlipf, Dale Woodrum's Lionel and perhaps the N-scale group from Champaign again. The lunch tables from Danville High School will NOT be available. 14 or so still may be at Terry Henderson's mom's house, but we would need to furnish the rest somehow. Allen Cooke said he will check into rental prices. As information, Rick says that the Urbana show will not run forever. In two years will be the 20th year, it may be discontinued at that time. This would leave our show as the only one in the Champaign-Danville area. However, we need a contact person to coordinate our efforts. If no one wants to commit, should we even have the show? A motion was made and approved to table this

discussion until next month.

#### **NEW BUSINESS**

Bill Pearson says he will furnish a truck to haul a sign advertising the museum in parades and such if we want. Rick made a motion to look into the cost of having such a sign made. Motion approved... The Westville Depot had an open house last weekend. Bob McQuown says it has been nicely restored... Work session this weekend to prepare the museum for opening.

#### **GOOD OF THE ORDER**

Dave Sherrill and Bill Wright went to the Dayton RHS ATSF tour that started out at the 20th Century Railroad club and Amtrak shops, then to Corwith yard, where two new SD75's and a "B" unit were present. They did not get to tour the piggyback facility... CSX had an Operation Lifesaver train through town last Tuesday, and several of the new AC4400CW "lightning bolt" engines are being seen. These have extremely low numbers, starting at "1"!

Meeting adjourned at 8:19 P.M. Slide program given by Rick Schroeder.

*Doug Nipper*

### **NEXT MEETING**

The next meeting will be held on Thursday, June 15, at the Palmer American National Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM. Enter at the east door and take the elevator to the second floor meeting room.

This will be the last meeting of the summer. We will decide the fate of the fall model show. We have been having good attendance at the museum so far and look forward to continued support by all members. Also, we have had good attendance by visitors, especially since placing the sign on Route 1. The Danville

Travel Bureau has an article about Rossville and we are included complete with photograph of the depot, thanks to Allen Cooke. The program for the June meeting will be announced at the meeting.

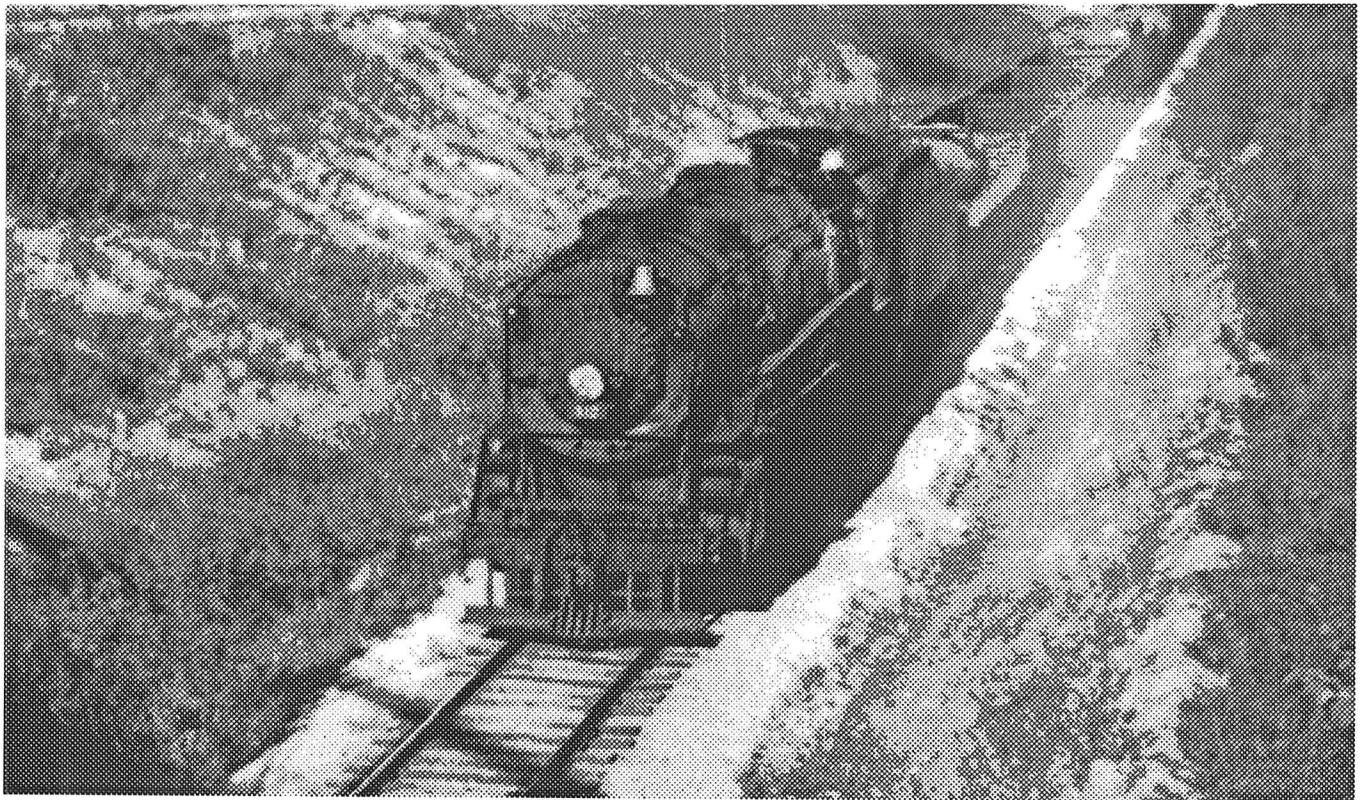
## **UNION PACIFIC** **DOMELINER TRIP**

The St. Louis Chapter will be sponsoring a passenger train on the Union Pacific featuring the E-units and the Domeliner train on Saturday, August 5, 1995. This train will operate out of St. Louis and travel to Chester, Mt. Vernon, Benton, Gorham and Chester before returning to St. Louis. The train leaves St. Louis at 8:00 AM returning to St. Louis at 6:30 PM.

Tickets are available to ride to Chester and then spend the from 10:30 to 4:00 at Chester touring the historic area on the Historic Illinois Family Day trip. Coach is \$65 while dome tickets are \$85. If you want you may board at Chester and ride the loop to Mt. Vernon, Benton, Gorham and return to Chester on the Egyptian Loop. These tickets are available for the same price. For those wanting to ride the entire trip the cost is \$130 for coach and \$160 for dome out of St. Louis. Tickets may be ordered from the St. Louis Chapter by phone using charge cards after June 5. Call 314-353-5635. For you C&E fans this is a chance to ride a part of the southern leg of the railroad that long ago saw the passenger train disappear.

## **CONRAIL**

Merger rumors continued to swirl around Conrail last month, but the big news was a report that the railroad was considering the sale of up to 4,000 miles of its 11,700 mile system. This would result in a bare-bones "X" shaped system consisting of the mainlines from Chicago to North Jersey via Pittsburgh and St.



Chicago, Milwaukee, St. Paul and Pacific #312, L3b 2-8-2 is southbound near Jenkins Ford bridge southeast of Danville, Illinois around 1941. Photo by L.J. Methe, from the collection of member Hank Sherwood

Louis to Boston via Buffalo which cross in Ohio. Conrail officials downplayed this scenario, responding that there would be no "fire sale" and that detailed studies would likely result in numerous lines being retained. The Wall Street Journal in its story quoted Chapter Member Larry DeYoung, a former director of short-line marketing for Conrail, as saying that there are many "opportunities for profit in the railroad business these days, and the opportunity is greater the bigger you are." He added that "Conrail appears to be further balkanizing the business" through sales to short-line entrepreneurs.

Conrail last month report net income of \$55 million for the first quarter of 1995, compared with a loss of \$32 million a year ago caused by the severe winter and certain one-time charges. Revenues of \$889 mil-

lion were up five percent while freight volume in units increased 1.6 percent. Conrail released its 1994 annual report last month showing net income of \$324 million as earlier reported. In line with current "no frills" fashion the 28 page report is not exactly eye catching, with virtually no photos except for those of officers and directors. Conrail held its annual corporate conference on April 24, this time in Atlantic City. The Office Car Special behind E8's #4020-4021 operated over NJ Transit that Monday to the casino resort, returning the next day for its first-ever trip over the new Delair branch connection at Park Junction, Philadelphia, en route to North Jersey. The Inquirer reports that Conrail ranks 304th on the list of Fortune 500 companies, in the first year that the prestigious list was opened up to non-manufacturing and service companies.



Conrail #740-759, those C40-8W units leased to Union Pacific, have returned to home rails, while 700-714 have been leased to CSX (Jim Kirk). Conrail has promoted Cynthia Archer from general manager, Harrisburg Division to senior VP-intermodal, replacing Gordon H. Kuhn, resigned. This probably makes Archer the highest ranking woman in U. S. Railroad management.

*Via Cinders*

## CHAMPAIGN IN MAY

The lease power just keeps coming onto the IC this month. A stop by the yard on the 21st showed the following: 1 Helms ex-Guilford GP38, 3 Chessie GP38s (the most recent Bull Sheet shows them as still being on the CSX roster), 1 Helms ex-SD40, 2 CP units in the

dual flag scheme, and a fresh ATSF SD75M #217 headed towards Chicago. People are commenting that it's beginning to look a lot like the SP in Champaign these days. Also on Saturday the 20th a SB grain extra passed through that was a solid block of KB&S cars headed south. This appears to be a new dedicated move for the two carriers.

The work is progressing on the new crew office on the east side of the yard. The foundation is complete and the structure should be done within the month. This of course spells doom for the old office on the west side of the yard. If you're so inclined, get your photos now.

Naked locomotives have been heading south of the IC. Instead of being sent to VMV via CP Rail (Soo) the new units are being sent via the IC in primer and returned in the Santa Fe paint scheme.

Earlier in the month I was in Bement and saw EB Roadrailer with a GTW GP38 tucked in behind the lead GP60. Other members of the MWC Club have even seen SP tunnel motors up front.

On May 25 more leased units began to show up at Champaign. Several GP38's still in CSX gray and blue with HATX ( Helms Leasing) and one black #3614. Closer inspection noted the black unit to be an ex Penn Central unit. Talk about a ghost from the past.

*Bruce Bird*

## **MEXICO ON TRACK TO SELLING RAIL PIECE BY PIECE**

With a blueprint for railroad privatization in Mexico expected mid-April, it appears near certain that state-owned Ferrocarriles Nacionales de Mexico (FNM) will be auctioned in several pieces and not as a single entity.

Rail industry executives in Mexico and the United States said the inefficient state carrier is expected to be parceled in a fashion that will give shippers several options for service into Mexico.

Finance ministry officials expect to present a privatization plan to the Legislature no later than the second week in April. Sources said the plan will go to the office of President Ernesto Zedillo and then to lawmakers.

Industry representatives expect that groups of legislators would then visit U.S. railroads to get a sense of competitive forces and railroad operations. Bidding could be opened by November with the first decisions nearly 1996.

Key options under consideration include auctioning a route from the Laredo-Nuevo border to Mexico City, a line between the El Paso-Ciudad Juarez border to Mexico City and between the Arizona border city of Nogales to Mexico City. The Nogales line could include track originating in Mexicali, across from the California border town of Calexico.

The Nuevo Laredo line, the FNM's principal revenue generator, may include a continuation on to the eastern port city of Veracruz and the Ciudad Juarez line may include rail links to the west coast port city of Manzanillo, industry sources said.

The Veracruz-to-Mexico City line is the second largest revenue gainer for the FNM, and there are indications that the FNM may instead be weighing a concession that includes the principal ports and the southern region of the country.

The southern concession could be of particular importance to steamship lines with an intermodal orientation, namely Transportacion Maritima Mexicana, American President Lines and Sea-Land Services Inc.

The southern region includes track connecting the Pacific port of Salina Cruz with the Gulf of Mexico port of Coatzacoalcos, a rail link viewed as a possible land bridge alternative to the Panama Canal.

"I think they (the government) feel it's a very valuable segment of the FNM because of the potential land bridge and mini-bridge opportunities," a U.S. rail executive said.

Another executive said the railbridge idea could be the most lucrative for the FNM, but cautioned that officials continue weighing many options.

"They still do have a lot of doubts of how to do this" privatization, said the executive, who has worked with FNM officials.

One near certainty, executives said, is that a short-line railroad will be created to handle traffic as lines converge in the Mexico City area.

FNM head Luis de Pablo Serna and other officials have visited in recent weeks the Union Pacific Railroad, Burlington Northern Railroad, Southern Pacific Lines and Atchison, Topeka & Santa Fe Railway Co.

As Mr. de Pablo and colleagues study options, some rail industry analysts worry that FNM officials may lose economies of scale by piece-mealing the sale of the state carrier.

*Via CBOT Transportation Newsletter*

## **ATSF SD75MS W/ RCE**

The Santa Fe SD75Ms coming later in 1995 (August and September) will not necessarily be equipped with RCE equipment. Currently Locotrol does not have any systems developed for the Super Series locomotives (50s, 60s or 70s). This does not mean that they cannot equip the units with a control device from another company.

Locotrol III has been testing on 3 UP C40-8Ws for a couple of years now in the Blue Mountains - tests which were very successful. Apparently UP would like to equip more units this way.

When Santa Fe was testing the SD70M demonstrators they had no problem using the units in coal train service. And remember they are currently using C40-8W/C44-9Ws in coal service and neither class is equipped with RCE equipment.

The main reason that the 75s are getting the nod for coal service is because of a software problem with the Dash8s and 9s. These units when in creep control for coal train loading slip out of "creep" when loading on a downgrade - apparently the computer overcompensates in some way brake-wise and when it reacts the train starts to "get away". GE has been trying and trying to solve this problem and so far have had no success. The 70Ms when tested had no difficulty loading on a downgrade.

If anyone has any more info on any of the above issues I would be interested to hear it.

*Sean Graham-White,  
Kalasgw@Interaccess.com*

## CITY, RAILROAD NEAR DEAL TO END DOWNTOWN FREIGHT

The City of Cincinnati has reached a tentative agreement with the Norfolk and Western Railway Co. To remove most freight traffic from a downtown line that runs along the riverfront.

Under the agreement, the city will pay up to \$327,000 to Norfolk and Western for the line that runs from the Montgomery Inn Boathouse to beneath the Clay Wade Bailey Bridge.

The agreement ends decades of city complaints about the dangers the freight traffic poses to riverfront development, including the Bicentennial Commons, and clears the way for the possible future use of the tracks by the city and the Southwest Ohio Regional Transit Authority for commuter rail service.

The rail company will ask the Interstate Commerce Commission for permission to discontinue using the track for freight. According to the reports, rail service will be diverted onto a new rial line to be built in the Mill Creek Valley.

### SUMMER ISSUE

Each summer your editor issues a two month issue covering July and August. Even though there is not a meeting I always try to keep you up on the news about the museum and railroading in general.

This summer work will keep me very busy, especially in the two months mentioned above. Therefore, I have decided that no issue will be sent in late July. The next issue will be in September (ugh, fall already) and will cover news of the summer months, the convention and upcoming events. Please note the *Coming Events* on the front page. Listed are activities through the summer so mark them on your calendar.

I want to call your attention to the MRM trips, especially with our caboose. Our museum is in need of your help one weekend this summer and we look forward to seeing you. Many of us can make it on Sunday's and Saturday is in needed of help.

Funding for the new rial line will come from \$5.1 million in federal transportation funds. The rest of the funding - about \$10 million - will come from Norfolk and Western.

The line will parallel existing tracks between the Hoppie Street viaduct and Mitchell Avenue.

As part of its agreement with the city, Norfolk and Western is also promising to make its "best efforts" to provide for the abandonment of the Cincinnati, New Orleans & Texas Pacific Railroad tracks that run along Mehring Way between Smith Street and Freeman Avenue to the west.

Since a trestle on the riverfront line burned a few years ago, the central riverfront line hasn't been used for freight traffic.

However, train companies have said they will rebuild the trestle and bring the freight traffic back to the riverfront unless the tracks in the Mill Creek are built.

The agreement will ensure that doesn't happen, city officials said.

*Via Cincinnati*

## LET THE (UP) PAINTING BEGIN

C&NW fans (or UP fans), it starts tomorrow....

And the honor for first C&NW to be painted goes to.....("Oh no, not me. Pick another one. Anyone. But not me!").. The first C&NW unit to be painted in UP yellow will be GP-38 C&NW #6650...a 2000 hp unit built in 1975. The unit goes into the North Little Rock paint shop tomorrow (June 2nd) and will come out as UP #2806 as will be sent to North Platte for hump duty. Units 6650-6659 are SD38-2's built in 1975 for Chicago hump service.

Paul Schumann reports that his sources at C&NW's Proviso Yard in Chicago report that the GP38s and

other "newer" engines have largely disappeared so that they are using the old GP7s and 9s in yard service. The sentiment my source expressed was along the lines "Yeah, UP took all the decent power for itself." Anyone have a current location breakdown of C&NW power who could share that info with the net?

*Various sources on InterNet.*

## RAILROAD PROJECTS

Another update on various projects for the coming months.

### **Lafayette, Indiana**

Around the end of July the steel for the CSXT and NS bridges over Ninth Street is scheduled to arrive. Ninth Street will be closed for about 2 months while the new bridges are set and bolted up. Work is progressing on the abutments with that work to be completed by the middle of June. Grading and underdrain work is in progress south of Ninth Street to Cincinnati Street.

The depot is scheduled for completion around the middle of October. Work is progressing on the rebuilding of the old Main Street bridge, now a walk way, and the bridge over the rail corridor is in place. The depot is almost closed in with most of the work now in the interior. Grading is occurring on the east side the and the area is taking shape.

At Wabash Avenue the two bridges for NS are behind in approval. The drawings are still being reviewed with approval and fabrication to begin in late summer. These two bridges should be set around September or October.

West of town the relocation of US Route 231 is taking shape. Weather and material problems have slowed the NS runaround. An environmental problem has slowed the CSX part of the project down. Originally it was scheduled to have NS on their runaround by now with CSX

## RAILROADS ACHIEVE SAFEST YEAR EVER - AAR RELEASE

*dsdawdy@mcs.com (Daniel S. Dawdy)*

WASHINGTON, May 25, 1995 — Last year was the safest on record for the U.S. railroad industry and its employees, according to figures from the Federal Railroad Administration (FRA), the government agency that monitors rail safety. The statistics were released today at a press conference by Transportation Secretary Federico Peña, Federal Railroad Administrator Jolene Molitoris and Association of American Railroads President and CEO Edwin L. Harper.

"Never in the history of railroads has their safety record been as good as it has over the past three years, and 1994 was the safest ever," said Mr. Harper. "In fact, the rail safety record has been improving dramatically since 1981 even as the amount of freight carried by rail has grown." Secretary Peña said, "Our statistics show that the rate of train accidents and rail employee injuries — along with the number of rail employee fatalities — were at their lowest levels ever in 1994." The train accident rate per million train miles dropped from 4.25 in 1993 to a low of 3.82 in 1994; the rate of injuries per 200,000 employee hours dropped from 5.91 to 5.06; and employee on-duty fatalities dropped from 44 to 31.

Mr. Harper attributed the railroads' improved safety performance in part to reduced economic regulation stemming from the Staggers Rail Act of 1980. "Since enactment of the Staggers Act and the resulting increase in railroad cash flow, freight railroads have made capital expenditures in excess of \$50 billion to improve track, signals, equipment and information systems."

Technological advancements including computer modeling and stronger freight car wheel designs along with improved operating practices also have contributed to a safer U.S. rail system, according to Mr. Harper. In light of the railroads' superior safety record, Mr. Harper urged FRA to replace command-and-control safety regulations with performance standards. "As long as the rail industry meets an appropriate bench mark in terms of train accidents and employee on-duty casualties, railroads should determine how best to meet those safety objectives," he said.

He cited FRA's recent negotiated accord on employee on-track safety — an unprecedented, voluntary effort among FRA, rail labor and management to reach consensus on track worker safety issues — as an example of a performance standard-influenced approach. "Lifting the heavy hand of economic regulation resulted in a quantum leap in railroad safety. Replacing command and control safety regulations with performance standards is exactly what's needed to bring the rail industry to the next level of safety," Mr. Harper said.

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moved over around the middle of June. This work will not occur until July now.

### **Springfield, Illinois**

Weather has also slowed this project down. The contractor had planned to begin rebuilding the service road and get the ditch work completed. To date very little work has oc-

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curred. The former NS bridge over Cahtham Road is now gone and that roadway construction will begin on July 5. This is the last phase of the major relocation work. NS reports that the relocation is working well. The addition of a siding in the Springfield area has helped with train movement. Also, there has been very little conflict between all

the railroads involved.

## **Cleveland, Ohio**

I still have one man assigned to the downtown projects. The bridge for the RTA over the Conrail main line is about 50% complete. The bridge is a pre-cast segment bridge with 10 foot section. Each section is post tensioned after placement. Work requires about 45 minutes of track time and with 70 trains a day there has not been much time to work. The area along Conrail toward the Amtrak station is now ready for grading and trackwork should begin in late July. All work is to be complete by the spring of 1996. Recently we also furnished two inspectors to Conrail for a tunnel project that went under their tracks just west of Quaker tower. It required 12 hours shifts for three days while the 10 foot diameter tunnel was bored under the track.

## **Calumet Yard, Chicago**

The contractor has begun deck removal on 103rd Street with completion expected around the end of June. I have an on-site rep from our Chicago office on the site daily. The contractor has had difficulty working around the clearance problems and getting the deck removed without allowing concrete to fall to the track below.

## **Other Projects**

Granite City is finally getting underway. Rain has forced a 5 week delay in trackwork for the new storage tracks. Two other bridge projects are progressing in the Edwardsville area. We recently submitted a bid to NS for rehabilitation work on two bridges in Kentucky. The first was in Ludlow at milepost 4.6. The 800 foot long, curved, double track trestle needed replacement of the bottom steel angles. The second bridge is the High Bridge in High Bridge, Kentucky. This structure is 1480 feet long and 308 feet above the river. The double track structure was built around 1900 and replaced

a civil war bridge. The end floor beams need replacement and will require a long shutdown of the track for replacement. If you are ever in the area just southwest of Lexington you need to visit High Bridge, quite a site.

Our most recent submittal is a hydraulic study for CSXT on 22 bridges between Hillsdale, Indiana and Decatur. The bridges will be upgraded to culverts where possible and in the future some of the bridges will be rebuilt.

*Rick*

## **C&EI FREIGHT HOUSE BURNS**

On May 9 fire nearly destroyed the former C&EI freight house in Clinton, Indiana. Preliminary investigation shows signs of arson. The fire started around 11:00 PM and was spotted by two women walking near the building. By the time firefighters arrived the building was fully engulfed in flame. It took only an hour to bring the blaze under control. CSX, owners of the property, reported the building had a value of \$23,000. A similar fire destroyed a vacant two-story building in downtown Clinton a week earlier.

The Little Italy Festival Town Inc. is presently seeking a grant to restore the former C&EI passenger depot that is located near City Hall. The group and the city had also been looking to restore the freight house and operate both as a museum. The freight station may still be saved as the walls are brick and only the wood portion was destroyed by the fire.

## **B & O LINE REMOVED**

On April 5 CSX was in the process of completing the task of removing the former B&O line through Montezuma, Indiana. The rail train was in the process of skidding the

rail up and loading the 1,300 foot length onto rail cars. The Bloomingdale to Montezuma line was removed to just west of the U.S. Route 36 overpass leaving just one mile of track before crossing the Wabash River bridge. As you probably know, all trains to and from Decatur operate in and out of Brewer yard in Danville, Illinois.

*Both articles from John Fuller*

## **NRHS BOARD APPROVES EXPANSION OF NATIONAL LIBRARY**

The NRHS board of directors met near Baltimore on Sunday, March 26 and after some debate approved a revised 1995 budget containing funds to expand the national Library and office in Philadelphia. The budget, which also earmarks money for an improved public relations program, projects deficit - though far smaller than the surplus accrued over the past two years. The office and Library are housed in the Robert Morris Building at 17th & Arch Streets.

Also approved was the bid of Promontory Chapter to host the 1997 national convention in Salt Lake City, Utah, following the 1996 gathering in Charlotte, NC. Voluntary member contributions to the National this year have reached \$11,500 up from \$7,400 for all of last year. A new national membership brochure has also been developed - in addition to a revised Philadelphia Chapter brochure now ready for use at the various shows and events this spring.

President Gregory Molloy and Chairman V. Allan Vaughn presented a plaque from the Society to B&O Railroad Museum Director John H. Ott on March 25, honoring the museum and the historic Mount Clare shop which adjoins it. Among those from Philadelphia Chapter

attending the weekend events in Baltimore were National Vice President Larry Eastwood, Chapter President & National Director Frank Tatnall, Office Manager Lynn Burshtin and Les Dean, newly-elected senior vice president of the Chapter. The Baltimore Chapter hosted the two-day program, which included a special train on the Central Light Rail Line, tours of the light rail shops and the B&O Museum, and rides on cars of the Baltimore Streetcar Museum. John Ott of the B&O Museum was featured speaker at the Saturday banquet.

*Via Cinders*

## KCS, SP, UP WIN CONCESSIONS FOR ATSF/BN MERGER

Kansas City Southern Railway, Southern Pacific Lines and Union Pacific Railroad Co. Have reached agreement with the principals in the Burlington Northern/Santa Fe merger. All will be granted trackage or haulage rights and all three have agreed not to oppose the merger.

BN and Santa Fe will provide haulage services to KCS between Kansas City and St. Joseph, MO., Lincoln and Omaha, Neb., and Council Bluffs, Iowa; and between Neosho, MO., and East St. Louis, IL.; Neosho and Tupelo, Miss.; Tupelo and Memphis, TN.; and Tupelo and East St. Louis.



KCS will provide haulage services to BN and Santa Fe between Dallas and New Orleans for intermodal traffic originating and terminating at New Orleans. KCS will also provide haulage services for car-load traffic for connections at New Orleans including both CSX Transportation and Norfolk Southern Railway.

On consummation of the merger, SP is granted trackage rights from

Pueblo, CO., to Ft Worth, TX., via Santa Fe's line from Pueblo to Stratford, TX., SP's line from Stratford to Dalhart, TX., and BN's line from Dalhart to Ft. Worth through Amarillo, TX. SP also receives access to industries at Amarillo, Lubbock and Plainview, TX., as well as access to the Seagraves, Whiteface and Lubbock Railroad.

SP also receives trackage rights for the movement of overhead intermodal and automotive traffic over Santa Fe's line between Hutchinson, KS., and Chicago with access to the Toledo, Peoria and Western Railway at Lomax, IL., other carriers at Streator, IL., and the Illinois Central Railroad at Joliet, IL., and between Topeka and Kansas City, KS., with access to the Kansas City Terminal Railroad at Kansas City.

SP retains its trackage rights over BN lines between Chicago and Kansas City and receives access to industries at Ft. Madison, IA., and Galesburg, IL., with access to the TP&W at Bushnell, IL.



Also, SP receives trackage rights for overhead traffic on ATSF lines between Kansas City and Ft. Worth via Olathe and Cassoday, KS., and between Hutchinson and Winfield Jct., KS., via Wichita with access to industries at Wichita and Hutchinson as well as access to the Central Kansas Railway at Wichita and the South Kansas & Oklahoma Railroad at Winfield.

The combined BN/ATSF receives trackage rights for overhead traffic on SP's lines between EL Paso, TX., and Hutchinson and between Hutchinson and Topeka with access to industries at Liberal and McPherson, KS., and at Hooker and Guymon, OK. Interchange with



other carriers is permitted at El Paso and Hutchinson as well as at Vaughn, N.M., and Stratford and Dalhart, TX., and at Hutchinson. The combined railroad also receives haulage service from SP between Caldwell and Eagle Pass, TX., and between Caldwell and the Elmendorf Facility at San Antonio, TX., with the right to directly interchange trains with Mexican carriers.

UP will be granted trackage rights to preserve two-railroad competition at Superior, Neb., with overhead rights between Abilene, KS., and Superior and the right to serve all shippers at Superior that are open to both BN and ATSF. UP will also be given the right to use Kyle Railroad as its operating agent.

*Via Progressive Railroading*

## TRAIN WATCHING SPOT

Want a good place to watch the last of the Chicago and North Western? I recommend a visit to West Chicago for some railfanning if you are near the area.

The main reason for recommending the location is you feel safe here. It is located along the three track main line. Signal aspects can be observed in both directions so you know when the line up is set for train movements. There is a fourth track which is joint with the BN. This location is in front of the old C & N W depot, which is now a community center for West Chicago. A nice maintained area gives you a unobstructed view of all tracks. One small relay cabinet sets beside mile post 30 as the only obstruction.

A new station is located about 2 blocks to the east and across the tracks is the training center for C & N W engineers. The West Chicago police station is located next door in the former North Western dispatch center under the overpass. To reach



this location from Illinois 59 just turn west on Main Street, go past one traffic signal until you see the old station. Parking is readily available on the location (keep off C & N W, now UP, property).

The location is a block and a half east of the E J & E crossing. If you are going to hang around long bring your lawn chair and some cool drinks and snacks. During a visit to this location on May 16 and 20 a steady flow of trains came through. Many of the trains had pure C & N W lashups, which won't last long. Metra is mixed in with the yellow motive power and there is a great number of UP units passing on various trains. Several times you will get a train on both tracks at the same time.

*Jesse Bennett*

## CSXT LOCOMOTIVE NEWS

As of April 29, there were 114 CW44AC units on the CSXT roster. All are now numbered in the one or two digit series, beginning with 1. Only unit 2 is missing from the roster, that one remaining at the factory for truck testing. Accordingly, the units now on the property are 1, and 3 through 115.

CSXT locomotive engineers have been getting regular updates through company newsletters which describe test results and problems that have been encountered. The first newsletter reported on lower train speeds, slower acceleration, lower balance speeds on ruling grades, and stalling. Subsequent issues addressed these problems.

All of the areas where stalls have occurred have been investigated. One location was on the first grade running east from Bostic yard, North Carolina, to Ellenboro. The stalls have occurred with good rail conditions at 180,000 pounds (maximum rating) of tractive effort on

		Minimum Continuous Speed	Tractive Effort	Adhesion Requirement
SD40-2	11 MPH	83,000	22% of total weight	
CW44-9	12 MPH	109,000	26% of total weight	
CW44AC	10 MPH	145,000	35% of total weight	
CW44AC	9 MPH	165,000	40% of total weight	

each unit. There is a 10 MPH speed restriction coming out of the yard going into the grade that prevents getting a "run" at this five-mile segment. Another segment where stalls have occurred is going into the Harlee, Georgia, power plant, according to the second newsletter.

Other problems being investigated were lunging and lurching, jerky starts with light units, wheel squealing, and cab vibration.

In the third newsletter dated April 1, it was reported then that units 31 through 90 had been shipped from the factory. It was further reported that due to numerous stalls experienced in the Erwin corridor with two AC units replacing three Dash-8 units, it had been decided to move the AC's over to the Corbin/Atlanta side of the railroad where the basic two Dash-8 consist would be replaced on an even basis by two AC units on 90 car coal trains. It was expected that the AC's would be a significant improvement over the Dash-8's due to the AC's higher tractive effort and adhesion capabilities, and should improve performance over the Dash-8's in wet rail conditions or when traversing flange and rail oiled areas.

Meanwhile, the Seminole coal trains have been performing well with two AC units and the fuel tender, and it was planned to keep them in this service.

The fourth newsletter, dated April 20, explained: "AC4400's represent a significant investment for CSXT and can displace a large number of lower performance locomotives in the fleet. Locomotives displaced from heavy haul coal service can be deployed in other areas, ultimately resulting in the retirement of the highest cost, lowest reliability locomotives. Operating trains with fewer locomotives and eliminating high maintenance units makes CSXT more competitive."

The table is included to compare the AC units with SD40-2 and CW 44-9 units.

Using this table, it is calculated that one CW44-9 displaces 1.3 SD40-2, or three CW44-9's can replace four SD40-2's. This replacement scenario is being used regularly on the railroad in tonnage applications. Further stated, one CW44AC can replace 1.75 SD40-2's or 1.3 CW44-9's at the "all weather" adhesion rating. Replacing four SD40-2's with two CW44AC's requires slightly over 40% adhesion. Replacing three CW44-9's with two CW44AC's also required over 40% adhesion. The CW44AC's operating on CSXT have demonstrated up to 43% adhesion at 180,000 tractive effort on dry rail. However, maintaining adhesion about 35% is highly dependent on rail condition, and trains dispatched with adhesion requirements above 35% may experience difficulty making the

ruling grades when rail conditions are degraded by weather and rail lubrication.

*Via The Bull Sheet*

## **CHICAGO & NORTH WESTERN/UNION PACIFIC NEWS:**

To answer an often asked question these days. Has the union Pacific officially merged the C&NW yet? Technically - NO!

Although Union Pacific Rail Corp's cash tender offer of \$35 per share for the outstanding C&NW stock was successfully completed on April 24, a complete "merger" can not occur until after receipt of a determination by the Interstate Commerce Commission that a consideration paid in the merger is just and reasonable. A decision on the stock transaction is expected from the I.C.C. No sooner than July 1, 1995.

So the "C&NW" still exists, albeit in limbo. Union Pacific even calls it "the former C&NW system, now referred to as the Eastern Region". Yes, the C&NW and UP are a "system" now. Much like the Missouri Pacific was with yellow MP locomotives. Not very distinguishable. The first physical changes are going to be the signs at locations stating "C&NW". The downtown Chicago headquarters, One North Western Center, has already been painted over.

As for the consolidation plans as they stand: A few months ago, METRA signed a new, four-year agreement with the C&NW for commuter service. Union Pacific officials told METRA on April 21 that they will not alter anything in regards to the present commuter operations.

On May 4 Union Pacific announced it would be closing four former

C&NW repair shops and shifting the work to UP facilities. The closings will effect Clinton, Council Bluffs and Marshalltown, Iowa and Cudahy, WI. The California Avenue Shops in Chicago will no longer perform air-brake and car maintenance work on non-METRA equipment. Workers will be given the option of relocating to UP locations such as North Platte, NB, DeSoto, MO or North Little Rock, AR. The closings are expected to be finalized by this fall. About 386 employees will be effected by the closings, with around 230 positions to be transferred to Union Pacific locations.

Train dispatchers and crew callers from the Chicago headquarters are expected to be offered transfers to similar positions in Omaha. Customer service employees will be offered transfers to St. Louis.

Iowa Interstate and the C&NW (UP) have signed a trackage rights agreement. The IAIS will be used as a "outlet value" to run westbound coal and grain empties as well as merchandise trains out of Des Moines to Council Bluffs whenever the C&NW main cannot handle the traffic. The rights are to last indefinitely. IAIS will allow the use of six-axle locomotives on these trains.

Plans are also underway to re-install the second main between West Denison, IA and the Missouri River. This project could be part of reason for the IAIS trackage rights.

*Via North Western Illinois Chapter,  
NRHS*

## **VMV ENTERPRISES**

VMV operates the former IC backshop at Paducah, Kentucky. They are now painting the second order of Santa Fe SD75M's (see Bruce's article). No. 226 left out of town on June 3 with number's. 232 and 233 arriving the same day.

The NYS&W SD70M's, #4050, 4052, and 4054 are still in town. They are great looking locomotives and have been painted for a few weeks now. Shipment is expected soon as the financing is being worked on.

The shop has been rebuilding a dozen or so locomotives for the FNM. Rebuilding stopped for some time after Mexico failed to pay the bill for work already done. Also, last fall, several workers from Mexico in Paducah for training racked up around \$5000 in phone charges the company wants paid for. In addition VMV is still performing warranty work on the BN SD70MAC's, and rebuilding CSX SD45's into KCS SD40's.

*Via Cliff Downey,  
cdowney@racer1.mursuky.edu*

## **MILWAUKEE #261 TO STEAMTOWN**

As of late May the Soo Line had refused to allow the movement of the Milwaukee #261 over its rails to Chicago. Therefore, the movement will probably be via Wisconsin Central. The schedule is approximate as follows:

On Tuesday June 20 the 261 will leave Minneapolis to either Stevens Point or North Fond du Lac via the W.C. On Wednesday the train will travel to Schiller Park Yard. Thursday, June 22, the movement will be via CSX to Detroit and Plymouth yard where the engine will meet up with 2-8-4 #1225.

Movement will be on Friday from Detroit to Buffalo via CPR on home rails. On Saturday the consist will travel to Binghamton via Conrail by overhead trackage rights of CPR/D&H and then to Scranton via CPR/D&H. More than likely passengers will not be carried on the trip, especially on lines other than CPR.

Both engines will participate in the



opening celebration on July 1st, a trip day during the NRHS convention. Those attending will see these two along with Susquehanna #142 in steam, CP #2317, ex-CN #3254 and ex-Lackawanna #565. The convention special to the event will be pulled by Alco C-425 #7245 and RS-36 #2461. Should be a great event.

*Via Dayton RHS - Ties and Tracks*

## GALESBURG RAILROAD DAYS

As you have read, Frisco No. 1522 will be in Galesburg the end of this month. The engine will arrive in West Burlington, Iowa on June 21 and then be on display on the 22nd. On the 23rd the train will travel to Galesburg. You may ride the train to Galesburg, however, it is a one-way trip.

June 24 and 25 the train will be on display with possible non-public excursions for BN employees to Yates City and return. (this is not firm). On June 26 the engine will leave Galesburg to travel to Quincy and then down along the Mississippi River to its home in St. Louis.

*Via North Western Limited*

## NKP #587

If you have been across Illinois on Interstate 72 you have seen the blue tarp that is located north of the depot of the Monticello Railway Museum. Under the tarp is a steam locomotive, the #587 from Noblesville, Indiana.

The engine has been moved out of the house to make room for other work. The Indiana Railroad Museum is trying to raise money to complete repairs on the engine. It is hoped that funds can be raised so repairs can be completed this fall and the engine returned under its own power. However, with the NS policy today, under steam may not be possible.



## QUACHITA RAILROAD

Last fall member Marion Hazeltt visited the Quachita Railroad in El Dorado, Ark. The engine is ex-CHTT #132 (C & E I) that operated in the Chicago Heights area.

Marion reports the owners are friend as he stopped at the office before taking pictures. Several of the employees are railfans and picture taking is ok with them. The bulletin board in the office hosted various photos of the locomotives in the area. This new shortline has only three customers on line including a saw mill 26 miles away on ex-Rock Island trackage.

In Dardanella the C&EI #99 is now numbered D&R 16.

## MUSEUM THEFT

In early May the Lake Shore Railway Museum, operated as an affiliate of the Lake Shore Chapter, NRHS, had a theft of railroadiana material from the museum.

This was not the first time they suffered a loss. However, this theft

occurred during open hours and while members were staffing the building. A rectangular GE locomotive and car equipment plate (painted black and red) was unscrewed from the wall and stolen. The screws were deposited in the donation box. The plate dated from the late 1950's and had never been used. If you should see this plate contact the Lake Shore Museum, PO Box 571, North East, PA 16428.

Editor: We have similar material in the open that almost anyone could walk out with. Most of the display items are in cases, but some are not. When we have visitors to our museum we should go into the room with them. Talk to them, and explain the features of the museum and the history of the area. Don't leave groups of kids alone and always ask the visitors to sign the book.

This spring Doug and I constructed a new hanging system for the lanterns in the waiting room. It is not possible to remove the lanterns without a lot of work. If you are by yourself and running trains, either stop the train or let it run and go into the other room to greet the visitors. Check who they are, at least visually. Also, never quote the value of any items in the building.

With the preponderance of computers and technology in the workplace and at home, it should come as no surprise that the *FLYER* would also sport a page extolling the virtues of this medium as related to the railroad hobby field.

You probably already know that this publication is produced by the editor using desktop publishing. As you have read in past issues, the authors use E-mail and computer disks to exchange articles. The Internet is monitored to glean the most up-to-date information on the national railroad scene.

But aside from this newsletter, what other good can come from these types of information interchange?

E-mail allows for nearly instant communications of text to anyone in the world with a compatible address. It's faster than the postal service, less intrusive than a phone call and, depending on your method of connection, cheaper than both.

Most of that also applies to FAX communications, although long-distance telephone charges will apply. Even so, with fax/modems now standard in most computers it is possible to have this capability for little additional cost.

donated by member Jess Bennett's wife two years ago. They run a program called Car Tracker to simulate prototypical movement of traffic on the layout. At the present time, this machine is becoming a little unreliable, so we are in search of another

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If any other members have E-mail addresses,  
please notify the editor...

Model railroaders who frequent the Rossville Depot Museum are using an old 8086 computer

#### RAILROAD FONTS FOR YOUR PC

The title of this article was produced using the "Alphabet Train" font, one in a series produced by Benn Coifman of California. These are shareware and were downloaded from the Internet. Others include:

(Text Fonts)

**EMPIRE BUILDER  
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Train Tracks



Work Train



These fonts are available from the Chapter by contacting me at my E-mail address or the Chapter's mail address. They may be downloaded or delivered on disk. They come in both TrueType and ATM formats. These are *shareware* fonts, and the nominal fee requested in the documentation *must* be paid if you obtain and use them.

computer to handle this and perhaps expand to computer-aided dispatching! All this goes on inside a building built near the turn of the century (the last one, that is). Quite a contrast indeed.

As you can see, the Danville Junction Chapter is on the cutting edge of today's technology in pursuit of the preservation of railroading's yesterdays. Join with us in our endeavor.

*Doug Nipper*

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