

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$10.00 for Chapter membership in addition to \$14.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July and August) at the Tilton Grade School, "H" and Fifth St, Tilton, IL. Meetings begin at 7:30 PM Central Time.

OFFICERS FOR 1992

Our 24th Year

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Congress of Illinois Historical Societies and Museums

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COMING EVENTS

March 19, 1992

Regular monthly meeting at Tilton Grade School, Tilton, Il beginning at 7:30 PM

March 28/29, 1992

Annual Model Railroad Show and Swap Meet, Lincoln Square Mall in Urbana, IL.

April 4, 1992

Model RR Show and Sale, Muray Shrine, 510 N. New Jersey, Indianapolis, IN 10-5

April 5, 1992

Operate Wabash F-7A #1189 at the MRM in Monticello for a donation of \$50.

Contact R. Rippy, 50 Circle Dr., Monticello.

April 25, 1992

C&EI / ICHS Joint meeting at Tuscola, IL along with swap meet.

April 25, 1992

Illinois Traction Society annual meeting, Chancellor Hotel, Champaign, IL.

May 16/17, 1992

Model RR Show and Swap Meet, Rockhome Gardens, near Arcola, IL 10-5 each day. \$3.75.

August 15 & 16, 1992

Wabash Historical Society meeting at Monticello, IL. Trip on MRM to dedicate the Wabash F-7A #1189 that is being restored by the museum.

Contact R. Rippy, 50 Circle Dr., Monticello 61856.

NEXT MEETING

The March meeting will be held at the Tilton Grade School beginning at 7:30 PM. The grade school is located at the only stoplight in Tilton, the corner of Fifth and "H" Streets

Discussion will include the Spring Show at Urbana and one for the summer at Georgetown. Plans for a spring Chapter trip will also be discussed along with the coming of summer at the Museum. Program will be announced at the meeting.

CSX NEWS

CSX Transportation has announced an employment separation program that will reduce its non-contract work force by 8 percent in the first half of 1992. This is part of the ongoing effort to increase efficiency and productivity.

The railroad will cut 325 jobs in the Baltimore and field departments. The company also plans to relocate about 350 supervisory and staff positions from Baltimore to Jacksonville in midyear. Jacksonville will also see a reduction in staff.

Departments included in the reduction include finance, car management, coal marketing and merchandise marketing offices for various products. Some of the automotive departments will move from Detroit to Jacksonville while others move north to Detroit.

CSX is still progressing with the closure of North Yard. signal crews are still installing cable and equipment. The main control cabinets have not arrived yet but are expected this spring. We hear that changes will be made this year at Haley Tower in Terre Haute.

Original plans called for the elimination of the maned tower and installation of a new crossing. However, the cost to relocate the railroads was to great and now it is rumored that the equipment will be undated and the operator will stay.

ROADRAILER ANNOUNCES SALE OF 100 UNITS TO UK COMPANY

RoadRailer has made its first dent in Europe. The company, a division of Wabash National Corp. of Lafayette, Ind., this week announced a sale of 100 RoadRailer trailers to Charterail Ltd. of the United Kingdom.

"This is our first production quantity sale, other than prototype units, in Europe," said Lawrence J. Gross, RoadRailer's president.

No terms of the deal were disclosed either by RoadRailer or Charterail, a London-based third-party consolidator and intermodal operator.

Charterail offers intermodal service

RoadRailer

from Melton-Mowbray to London and Manchester and has just begun new service to Scotland and France via ferries.

The sale depends on availability of financing for the equipment, said Michael D. Hames, Charterail's director, rail development.

The equipment also must pass technical muster from British Rail, which operates the U.K. railway system, he said.

Charterail will receive two prototype Mark V RoadRailer dry vans and one curtain-sided trailer as well as Mark V bogies at the end of February, Mr. Hames said.

"We'll run them on a test track, then on the back of our train for a few thousand miles," he said, "Then we'll re-test the equipment to meet standard British Rail requirements."

When technical testing is completed some time in June, Charterail and RoadRailer will nail down the financial part of the deal, Mr. Hames said.

Charterail hopes to drum up new business with its 100 RoadRailer units, Mr. Hames said.

"Eventually, we want to get clearance to use them through the Chunnel," the underwater tunnel that will link England and France, he said.

Mr. Gross said Charterail's trailers will be built primarily at Wabash National's plant in Lafayette.

They then will be sent to the United Kingdom for final fit-up and delivery to the customer. The rail bogies will be furnished by RoadRailer Europa., RoadRailer's licensee through a joint venture of Wabash National and IBI, a German trading firm.

The RoadRailer executive said he's looking for the Charterail sale to be his company's springboard into the European marketplace.

"It's been a long, hard struggle," Mr. Gross said, "But I think we're on our way."

RoadRailers already have received technical approvals from the German, French, Danish and Austrian national railways, said Donald J. Ehrlich, Wabash National's president.

The bimodal system is used by Norfolk Southern Corp. in the United States and by railroads in Australia and New Zealand.

Via The Journal of Commerce

UNION PACIFIC 1992 STEAM OPERATIONS

In early 1991, Union Pacific's top management designated \$6 million toward the upgrading and expanding the scope of the popular steam excursion program. The plan was to make the trains very deluxe and primarily VIP-oriented plus affordable to the general public system wide. In parallel with the expansion was the moderation of the UP policy that their trains would run on only UP tracks - neither 844 nor 3965 were allowed off the UP system.

The fruits of the changes will be visible in 1992 when 3985 will run, first on the UP (ex-MP) trackage in Texas, Kansas and Arkansas and then across the Mississippi River at Memphis to run on CSX to the Eastern United States.

As reported previously, 3985 will make a precedent breaking special run over the former Clinchfield Railroad though Appalachia on the 1992 edition of the CSX Annual Santa Claus Special in mid November. The actual schedule is still being worked out, but is known that the big 4-6-6-4 will run from Memphis to Nashville, Louisville and Cincinnati area enroute to the Clinchfield. Once on the Clinchfield the locomotive will be transformed into a cosmetically restored Clinchfield 4-6-6-4. The UP is leaving the door open to CSX to run public excursions as they wish.



The 3985 will be in the Houston and Dallas area during August 15 to 20 to coincide with the Republican Convention. The train will also be available for public excursions at that time as local fan clubs arrange trips. From Texas the locomotive and train will head to Little Rock and then to Kansas ending the route in time for Topeka Railroad Days over Labor Day.

In July the train will depart Cheyenne westbound on the 11th for the NRHS convention in San Jose, CA. After the trips during the convention the train will return to Cheyenne on August 3, thence on to Houston for the rest of the years trips.

This year 844 will not be on the tour. She is resting in the Cheyenne Shop getting a general refurb and a 5-year through FRA boiler inspection.

Via Dayton Ties and Tracks.

NORFOLK SOUTHERN STEAM 1992

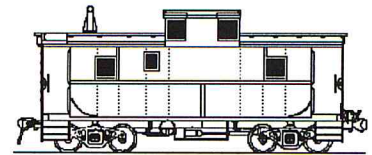
Norfolk Southern has told the St. Louis Chapter that they are planning one weekend in the St. Louis area this summer. The trips will probably be between mid July and mid August but have not been finalized yet.

The major effect to NS steam operations this year is the upgrading of the entire fleet of NS equipment. The upgrading will include truck rebuild, 480 volt HEP, repainting of the exterior of the cars and refurbishing the interior of each. The result is the elimination of all open windows for viewing the train. However, the upgrading of the equipment will mean better reliability of air conditioning and lighting. With the work being scheduled this year much of the 1992 train will be leased equipment.

NS has at the same time reduced the number of trips to be operated. In 1991 there were 68 scheduled trips with this year being cut back to 48. Many organizations will now operate only one trip or operate every other year. As a result cities like St. Louis and Chicago may not see a trip each year. However, Chicago is committed for a trip this year to Ft. Wayne and next year for the convention.

NS has told the operating organizations that this does not mean that other steam locomotive and trains cannot operate. NS will consider each request covering other motive power. This would allow the St. Louis Chapter to use Frisco 1544 on trips out of St. Louis for example. Equipment will be the main problem that other operations will need.

Part via St. Louis Chapter.



WHEEL REPORT

NORFOLK SOUTHERN has recently completed increasing the clearances on the line west from Chattanooga to Sheffield, Alabama on the Memphis line and from Chattanooga to Birmingham on the New Orleans line. Clearances are now 20'-3" and allow total double-stack cars. This allows direct access to Memphis and the Union Pacific from Norfolk, VA and changes routing from Illinois for the high double-stack cars.

In a related move, NS has begun to lower utilities in the Cleveland area on the former Nickel Plate. Presently the clearance is 19'-3" and much of the double stack business they had to the Buffalo gateway has been lost to Conrail. Some of the utility lines are being lowered (sewers) and some of the roadway bridges are being raised. It is expected to have the utilities lowered by summer and then the undercutting will begin in the Cleveland area. Undercutting outside of the Cleveland area was started last fall and will resume when the weather permits. NS hopes to have the clearances increased by this fall. This will allow direct access from Kansas City to Buffalo.

THE INDIANA TRANSPORTATION MUSEUM is negotiating with Norfolk Southern to acquire the former Nickel Plate 17 stall roundhouse, coaling tower, turntable and additional facilities located at the former NKP yard in Frankfort, IN. The museum would use the facilities to permanently house their locomotive #587 and their excursion cars. The area is served by CSX and Conrail in addition to NS.

SCANNER OWNERS BEWARE of the states you operate in. Some of the states prohibit the presence of a scanner in a motor vehicle, even with a permit. The states that prohibit scanners are Florida, Kentucky, New Jersey, New York, Michigan, Indiana, Minnesota and North Dakota. This applies to all scanners especially the program-mable ones. If you get stopped for another violation you will probably lose your scanner.

THE SANTA FE is expecting their new Dash 8-40BW's in February and March. 23 are to be delivered these months with 67 starting delivery in July. All will be in the Warbonnet paint scheme.

In other Sante Fe news, train #331 was spotted in Godfery, Il with units #2302, 2240, 3700, 2317 and 6360 and 105 cars struggling up the hill from Alton. This is the longest train spotted in the area. Sante Fe trains #961 is now scheduled through Fort Madison at around 10 AM with arrival in Chicago at 3:15. Train # 951 arrives in Ft. Madison around 10:45 AM and arrival in Chicago at 3:30 PM.

NORFOLK SOUTHERN will soon remove the hump yard at Portsmouth, Ohio according tot he Scioto Valley Chapter. Private contractors have started taking out the scales and plans call for the removal of the hump tracks and other unused yard tracks. (During the NRHS convention it was noted that most of the yard was unused.) Most of the buildings will be removed with only a few, probably the yard office, remaining.

At Russell, KY the hump yard at CSX is also empty. With the move to run-through trains the need for hump yards is gone. NS still has the hump yard at Bellevue but there have been times it was not used. Part via the *Gondola Gazette*.

NS has listed for bid sale post-merger GP-35's 1302-1308 and

pre-merger GP-35's 2911-2916. #2918 has been donated to the National Museum of Transport in St. Louis and is to be restored to #547, the last diesel to receive the Wabash paint scheme. #2915 was already gone and not in the sale list. *Via Wabash HS newsletter.*

THE GATEWAY WESTERN will operate a passenger train from East St. Louis to Kansas City on March 21 and 22. The fare for the trip is \$395 with Meteor Rails operating the trip with sleeping car **CIMARRON RIVER**.

NEW EQUIPMENT - CAPITAL EXPENDITURES FOR 1992 are bringing business to Union Switch and Signal Co. The Union Pacific, Chicago Transit Authority and Massachusetts Bay Transit Authority have awarded contracts to US&S to supply its microprocessor-based cab signaling system. The units will be installed in new power from GE for the UP. The CTA will install the equipment in the new cars being built by Morrison Knudsen and the MBTA contract calls for 100 sets to be installed in the new Bombardier cars.

Norfolk Southern has announced that their capital expenditure for 1992 is \$739.9 million, up 10.5% from last year. Included is \$68.5 million for 50 new locomotives. \$29.7 will be spent on new intermodal terminals and \$570 million for other new projects.

Via Railway Age



RAILROAD ENTER 1992 IN VERY GOOD COMPETITIVE POSITION

The railroad industry appears to be entering 1992 with an unparalleled opportunity to improve market share and win some traffic currently moving by truck.

Cost reductions resulting from labor agreements that allow carriers to use smaller train crews should show an impact on industry returns this year, analysts said, adding that railroad earnings in recessionary 1991 proved the carriers' ability to manage costs in the face of traffic downturns.

Further improving the industry's competitive position was its win last year of what outgoing president William H. Dempsey called its "greatest victory since passage of the Staggers Act." Dempsey was referring to the railroads defeat of a trucking industry attempt to expand the use of longer-combination vehicles.



The railroads' intense and expensive public opinion campaign against the twin 48-foot and triple 28-foot trailers caught the truckers off guard. When the highway and mass transit bill finally passed by Congress, use of the high-productivity LCV's was limited to the handful of states that already allow them.

Railroad crew-reduction savings, which industry executives expect

to translate into a greater variety of service options, come from contract agreements signed after Congress stepped in last spring to end a one-day rail strike. A special panel was appointed to review earlier recommendations by a Presidential Emergency Board and to implement an agreement.

Carriers and unions unable to reach consensus on smaller crews are required to take the issue to binding arbitration.

The new contract also increased a train crew's work day from 108 miles to 130 miles a day by 1995, which should reduce overtime pay.

Burlington Northern, Conrail, the Chicago & North Western, the Illinois Central, the Norfolk Southern, and the Union Pacific already have signed agreements allowing two-person train crews, including the engineer, on all or large parts of their systems.

The agreements call for the carriers to pay between \$50,000 to \$100,000 to each worker who loses his job due to the crew-size reductions. Even with these buy-outs companies estimate they will save between \$25 million and \$300 million annually.

CSX, the Santa Fe Railway and other carriers not included in the negotiations are attempting to reach similar crew size agreements with the United Transportation Union, while Southern Pacific is going through arbitration in an attempt to obtain the right to dismiss surplus workers.

The degree to which these efficiencies will help railroads compete more effectively with trucks will not be fully tested until the economy begins to pick up, generally projected for the second half of this year.

If railroads are able to translate their cost savings into faster transits and more frequent departures they may be able to reverse a steady decline in recent years in intercity market

share. As shippers have increasingly shifted to just-in-time inventory control and quick-response distribution, railroads have lost traffic to faster, more efficient trucks.

Rail traffic last year reflected the nationwide recession, with carloadings for the major Class 1 railroads down 4.5 percent from 1990 levels. Only food shipments and intermodal traffic showed any increase from the prior year.

The intermodal figures were interesting in that a 7.1 percent decline in trailer-on-flatcar traffic was more than offset by a 10 percent increase in containers-on-flatcar. Industry analysts attributed the container increase to strong import and export traffic and continued inroads by containers in domestic transportation markets.

The Burlington Northern may benefit from an ICC decision later this month on BN's freight car futures market, commonly called certificates of transportation services or COTS.

Industry officials, noting that the ICC cited the program as a good example of industry marketing developments arising out of the Staggers Act, expect it to pass ICC muster and think it may be expanded to other commodities.

Via Daily Traffic World

RAILROAD NEEDS A DEPOT

Residents say NO!

Residents and shopkeepers of Metamora, Indiana oppose a plan to erect a train depot next to the Whitewater Canal because it may block their view of the historic waterway and encourage similar development.

However, the Whitewater Valley Railroad may have a right to build the depot because its predecessor gave the canal property to the state. Rail-manager said building on state property is its only option for the

depot. A judge from the Indiana Department of Natural Resources, which manages the canal, will rule in the dispute during a hearing scheduled for March 4-5.

The depot would serve the excursion railroad's 16,000 yearly passengers who take the two mile round-trip out of Metamora eastbound. The train is usually made up of cabooses. The railroad now operates from a temporary building next to the canal. An additional 17,000 passengers each year board the train in Connersville for a longer trip.

Metamora, located along US-52, west of Brookville, Indiana is a historic town divided on both sides by the Whitewater Canal and Whitewater Valley Railroad. The buildings filled with gifts, crafts, antiques, home made food and candy and ice cream. All of this plus horse-drawn canal boats and a railroad made the shopkeepers say no to the project.

Via Dayton Ties and Tracks

UTILITY UNIT WANTS TO BUILD CSX CONNECTION

PSI Railroad has asked for an exemption allowing it to construct a 13-mile rail line from the Gibson Generating Station near Princeton, Ind., to a CSX Transportation main line. PSI is a subsidiary of PSI Energy Inc., which owns and operates the generating station, a coal-fired electric generating facility in Gibson County, Ind.

Two railroads, Conrail and Norfolk Southern, currently provide service to the Gibson facility, Conrail operates from the Wabash mine at Keensburg, Ill., over a short segment of rail line owned by Norfolk Southern. NS delivers coal from Old Ben Mine Nos. 1 and 2 in Pike County and from the Exxon mine.

Exxon is scheduled to provide 3 million tons of coal this year while about 600,000 tons will come from the Old Ben Mines, PSI said it will also receive 1.5 million tons of coal from the East, which will be transported by barge to Evansville, Ind., where it will be delivered to the facility by truck.

Access to the CSX main line will reduce transportation costs, which should increase the options PSI has available to meet new clean air compliance standards, it said.

PSI said it intends to enter into a non-exclusive trackage rights agreement with CSX to provide service to the utility. Direct rail service will be the most efficient and economical means of providing service to the plant, it told the ICC. The case is docketed at the agency as Finance No. 30210.

Via Traffic World

UNION STATION - **CHICAGO** **THE EXHAUST** **PROBLEM**

"Chicago Union Station began selling air-rights developments over its property in the 1930's. The additional income generated from the sales helps defray the expenses of operating the terminal. In each air-rights development, it was the responsibility of the new building to adequately handle locomotive exhaust through its structure.

It is obvious that some have been better than others in adequately venting the railroad operations area. In an effort to improve the current situation, a number of changes have been planned or are under construction, including: 1) The U.S. Postal Service has begun work to clean out their diesel exhaust vents in the Van Buren-Harrison block. 2) Tishman-Speyer is arranging to

patch and repair its diesel exhaust plenum in the Adams-Jackson block. 3) CUS is completing a pressurization change in the station to keep out outside exhaust.

4) A building monitoring computer has been installed in the station to monitor the operation of the giant exhaust fans in the Gateway III and IV buildings. It is hoped that it can also be expanded to include the Gateway I and II buildings in the near future. 5) Metra plans to replace the Burlington Northern's aging fleet of E-8 locomotives with new F40PHM-2 models, which produce less exhaust when idling.

6) A new 480-volt ground standby system is being installed by Metra and Amtrak to allow trains to be hooked into commercial power when waiting at the station. This will reduce exhaust from the auxiliary generators on the locomotives. 7) Amtrak is phasing in a new locomotive that can operate at very low RPM (revolutions per minute) when idling, further reducing emissions. 8) Other power systems for the next generation of locomotives are being explored to allow a complete shutdown of the diesel power plant when in the station.

In addition to the above, the CUS Real Estate Group is actively negotiating with the air-rights buildings to improve their existing exhaust systems. CUS has also greatly increased the requirements for newer developers, as can be seen by the successful applications under the Morton Thiokol and Gateway IV buildings.

As we continue with this work, it should be noted that the air quality in the station and on the platforms has been thoroughly tested by independent labs and has consistently placed well within the permissible guidelines established by the Occupational Safety and Health Administration (OSHA).

Via The Sounding Board

STEAMTOWN

Steamtown is on its way to becoming a national park that is preserving our railroad heritage. At the same time, with cutback in the government, some in congress see the park as the area to now cut funds and stop progress. As a result Steamtown is only \$20 million short of its goal and may die if not funded.

Over the last several years the 13 buildings on 41 acres have been restored using government funding. Much of the restoration is complete, but there is still much to be done. Trains are now operating in the summer and hauling thousand of tourists. When the abandon Delaware, Lackawanna and Western shop is restored visitors will be able to see how machinist and craftsmen restore steam locomotives, just like they did in the days when the railroads operated steam.

In Congress a committee that oversees the spending by the National Park Service has recommended the cutting of funds for the park. This is like getting the house built but stopping before the roof is put on. We offer other countries millions to help their people but cannot spend the funds to preserve our heritage for the generation to see. We are letting our history go if we don't save part of it now. Part of the committee recommendation is to restrict the operation of the steam operations. The milage would be restricted and would require the train to stop about 5 mile short of its normal station stop. As you can see, the senators want to kill the business. This is a similar move made many years ago by some of the nations railroads when they changed schedules so you could not make connections.

Steamtown is a part of our past, just like any other museum. Write to your congressman and tell him of your support for Steamtown and all other organizations that preserve history. After all that is our goal.

NEW MUSEUM SIGN AT ROSSVILLE

The Vermilion County Conversation District, through the efforts of member Allen Cooke, has installed a new sign at the museum in Rossville.

The new sign is a welcome addition to the grounds and gives us a professional status in the community. We thank the efforts of the District and Allen for their fine work.

Photo by Rick Schroeder.



CSX CABOOSE

Chapter Vice-President Doug Nipper inspects one of the recently repainted CSX cabooses at Brewer Yard in Danville. This caboose of former SBD heritage, is used on the Decatur train and in coal service. The generator has been removed and an EOT device is used as the rear marker.

Photo by Rick Schroeder

CSX C-40'S ON SULPHUR TRAIN

An early Sunday morning in February finds CSX #7520 heading a southbound sulphur train bound for Florida. CSX has been moving these trains off the Soo Line in Chicago about once a week. The train consist of 80 tank cars of sulphur from Canada.

Photo Rick Schroeder

