

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

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

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MUSEUM DIRECTOR Doug Nipper

EDITOR: Richard M. Schroeder

P.O. Box 1013

Danville, IL. 61834-1013

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Volume 25

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COMING EVENTS

March 18, 1993

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

March 27/28,, 1993

Annual Model Railroad Show and Swap Meet at Lincoln Square Mall in Urbana, IL., Sat 10-6, Sun 11-5

April 17, 1993

Chicago and Eastern Illinois H. S. Annual meeting, joint with Wabash H. S. at Danville Area Community College. Details next issue.

July 21 to July 24, 1993

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

NEXT MEETING

The next meeting will be held on Thursday, March 18, at the Community room of the Palmer American National Bank in downtown Danville. The bank is located on the square on the opposite corner from the Courthouse. Parking is on the south side of the building. Enter through the east door and

take the elevator to the second floor. The meeting will begin at 7:30 PM.

Discussion will concern the upcoming model railroad show at Urbana on the 27th and 28th and help at the sales table. This is one of our other big events of the year for sales. Spring is just around the corner and we will be making plans for work on the depot, train order signal and the layout at the museum.

Rick Schroeder will present the program. Do you like towers and depots? This month Rick will present his collection of tower shots from Illinois and the surrounding states. Taken over many years there are many shots of towers now gone, like Midland in Paris.

THE EASTERN ILLINOIS RAILROAD CO.

By Doug Nipper

My second trip on the EIRC was on 10-31-92, Halloween day. No tricks this time, just a treat in getting another working trip on this railroad. I met the train this time in Oakland. They were late in getting out of Charleston eastbound, so I killed time by examining the old NKP-Pennsylvania interlocking at Oakland. The two color light signals for the NKP, as well as the westbound position light signal for the PRR still stand, somewhat decrepit in condition.

There were once five interlockings on this 50 mile segment of railroad. Only the B&O at Metcalf remains. In addition to the PRR at Oakland, there were also crossings with the NYC at Charleston's CO tower, with the IC's Mattoon District at Lerna, and with the IC's mainline at Neoga. It is interesting to note that Metcalf, Oakland and Lerna were automatic interlockings from an early date. In fact, a 1955 NKP timetable shows these locations, along with the B&O plant at Cowden, were the only automatic plants on the entire Toledo and St. Louis Divisions.

But enough about signals, back to the train ride. They finally showed up about 10:00 A.M. with 32 empty hoppers for Oakland and Brocton, plus two empty tank cars from Celotex for the CSX interchange at Metcalf. I had talked to Neal on the radio earlier, and per his instructions had lined the switches for the siding. The train pulled into the siding, and the empties were spotted at the spout with the balance put down the old interchange stub. We left 30 cars for them to load.

We then made for Brocton, where the elevator was waiting for empty cars. We pulled out seven cars that had already been loaded, then set in the two remaining empties that had come from Charleston. We then tied the tank cars onto the loads, and pulled the whole train into the

siding on the east side of town, cut off, and headed for Metcalf engine light, where there was one more empty from the CSX for Brocton.

After this flying run to Metcalf and back to Brocton, we set the empty from CSX on the west end of the train in the siding, ran around the cut, and shoved the whole train back towards the elevator, pulled out the two now loaded cars from Charleston, then spotted the car from CSX. The next order of business was to cut the engine off, pull down to the main street crossing, then walk into town for beans at the local eatery. The boys who work for the line know all the spots to eat in the small towns they pass through, and perhaps most importantly what the hours are. We made the last lunch call before they closed.

After the last car was loaded, we put the train back together and headed for Metcalf. The CSX local only works the interchange on the eastbound (R594) move, so the cars have to be left west (or south, if you will) of the diamond. The CSX local pulls around the interchange track, in the northwest quadrant of the diamond, then backs over their own tracks to pick up and/or set out cars on this part of the main track. Thus when the EIRC engine comes up, the cars coming from CSX have to be shoved north of the diamond to the end of the passing siding east of town. The cars going to CSX are run around at this siding, and then pulled back across the diamond to be spotted just outside the interlocking start. The cars from CSX are kept next to the east end of the engine.

Since we had already picked up the car that came from CSX, all we had to do was run around our train, ten loaded grain and two empty tanks, and pull them back over the diamond to spot. We eased up to the

eastbound home signal. Neal and I were anxious to see this work right. Making this interlocking work again was the first signal project that we had worked on together for the EIRC.

After the engine and two cars were in the circuit, the signal popped up to high green and we both smiled and called "clear, CSX Metcalf". We pulled the cars down the main east of town, and ran the engine around them through the siding. The actual end of track is about 50 car lengths east of the east siding switch. We tied back onto the west end of the cut, then eased down towards the signal. The westbound signal is a dwarf, slightly modified from an old spring switch signal. The approach here is very short, basically from the nearest road crossing to the signal. But it too came up green, and we pulled across the old B&O tracks and spotted the cut west of the eastbound interlocking start circuit.

It was a straight shot back to Oakland engine light. Like the last time here, we pulled in the siding from the east end, put the cars together and pulled them back to clear the crossover switch. Amazingly, they had managed to load 19 of the 30 cars we had left them several hours earlier. I walked back to lace air hoses and release handbrakes on the rear cars. It ended up taking two of us to release one handbrake. The other man, Danny, said he didn't know how the elevator people ever got them wound down so tight. And then, when Neal started to pull on them, we found knuckles butted together on two cars that I missed, thus separating the train and dumping the air. Oh well, it wasn't the first time that had happened, and it sure won't be the last.

We got the runaround move completed and the engine tied back onto the train in the siding. Sadly, it was

time for me to get off. It was late, though, and I was ready. With this trip I had finished my tour of the entire EIRC. I am still doing signal work for them and hope to be able to brake for them again if they ever need me. I watched the train pull out of the siding, reported to Neal on the radio that they were "all on straight rail", and got in my car and headed home. Neal later told me that they got back into Charleston at 5:37 P.M. A memorable trip indeed. Part of the NKP does live on.

TRIPLE CROWN ACQUIRES NEW ROADRAILERS

Norfolk Southern will acquire 713 new RoadRailer Mark V trailers and 375 rail bogies from Wabash National, thus increasing its Triple Crown fleet by about 25%. The order is the largest ever placed for the rail/highway units. It will permit expansion of service into the Northeast over Conrail, which is acquiring one-half interest in Triple Crown. The 53-foot trailers will be the first production units to utilize plate-wall construction. With a door opening of 111 inches in height, clear interior height of 110 inches and interior of 101-1/4 inches, these units will provide cubic capacity equal to that of state-of-the-art highway trailers and superior to the latest domestic containers now being tested, according to Wabash's RoadRailer Division. *Via Railway Age 1-93*

RoadRailer

At the same time Norfolk Southern will continue with improvements to intermodal facilities in Atlanta, Bellevue, Ohio and Ft. Wayne, Indiana. They will acquire an additional 28 CouplerMate units which permit trailers to be coupled behind locomotives. Norfolk Southern's Triple Crown expanded into the domestic container market last year and will continue to expand this year in sections not reached by the RoadRailer fleet. The RoadRailer

concept had been in question the past couple of years but the last part of 1992 saw an increase in business and with the coming of the Conrail service NS sees a continued growth of the trailer-on-rail concept. NS has even added ditch lights to the fleet of #7100 series units that are normally used on the RoadRailer trains. These flash alternately during the approach to grade crossings as the horn is sounded.

SANTA FE

In mid-December American President Lines announced the diversion of one of its daily double-stack trains off of the UP to the Santa Fe. The train operates from L.A. to Kansas City via the Santa Fe, then on the CNW to Chicago. UP will maintain six weekly departures. One of the new trains was observed via Cajon Pass in the afternoon of Dec. 26.

Intermodal loads are up on the railroad by about 8.5% for the August to October period compared to 1991. Much of the new business is due to J.B. Hunt. Most of the increase is eastbound loads with the containers heading for Texas and Chicago.



The railroad has ordered 40 new 8-42CW's for 1993. The units will be in the red/silver warbonnet scheme and will provide 4,135 horsepower. GE will maintain the units in Argentine. At the same time several units have been sold or leased to Broe for power on the new Kansas Central Railroad. 12 units have been sold while 4 GP20's are on lease. *Via Flimsies #147*



CLINTON ON PASSENGER RAIL

Associated Press ran a widely published item quoting presidential candidates' response to the question: "Should the federal government continue to provide subsidies to Amtrak?" Clinton's answer: "All industrialized nations subsidize passenger rail. Passenger rail creates jobs, conserves energy and provides an opportunity to avoid airport expansion. My administration will also invest in a high-speed rail network between our major cities".

Via National Association of Railroad Passengers

ICC APPROVES FASTER SCHEDULE FOR UP TAKEOVER

Transportation lobbyists wondered why Republicans were anxious to seat a new commissioner at the Interstate Commerce Commission before a new Democratic chairman takes the reins. Whatever the reasons, approving Union Pacific Railroad Co.'s control of Chicago and North Western Railroad wasn't one of them.

The four members of the ICC didn't need a tie-breaker to approve the UP's request for an expedited schedule, as they voted 4-0 to give UP almost everything it had sought in an accelerated schedule. The decision has not yet been announced.

The last-minute temporary recess appointment of White House aide Gregory S. Walden to the ICC on January 4 raised the question about the intentions of Republicans in the White House and the ICC while they have a majority on the five-member agency.

Various rail and truck deregulation proposals are pending and are given a much better shot at being finalized with the GOP in control. Others

speculated that a third Republican was needed to get several rail transactions moving through the regulatory process.

But only non-controversial procedural actions are left on the pending sale of two short lines to Wisconsin Central Railroad Co., Commission sources say. The Commission is united in its determination that Wisconsin Central fulfill all its labor protection requirements before the sale can be completed, according to one commissioner.

The Commission has voted to grant UP an accelerated timetable in its application for permission to control CNW. UP has given notice that it will be filing such an application and has asked the agency to act on it within 12 months. UP already owns 24% of CNW and is seeking permission to acquire all CNW stock and control the railroad. UP officials insist they have no intention of doing so, but want legal projections in case it inadvertently finds itself in control, through stock sales by others.

Opponents of UP's request - including Southern Pacific Transportation Co., CP Rail System, Soo Line Railroad, Chicago Central & Pacific Railroad and rail labor unions - objected to the shortened timetable, and they have asked the Commission to take the maximum of 31 months allowable under the statute to review the control issue.

Commission sources say UP got most of what it requested, with about 70 or 80 days added to the end of the 12-month timetable. That means the Commission would have to decide within 15 months of the time the UP officially files. The agency's decision has not yet been served.

Via CBOT Transportation Newsletter

NS - COMPLIMENT AND CONTRACT

It's not often that a customer gets effusive about the quality of and transporter's service. But APL Land Transport Services did just that in announcing renewal of its contract with Norfolk Southern.

APL hailed NS "for excellence of a sort not traditionally associated with the rail movement of freight - consistently ontime service." NS, the stack train manager said, "routinely exceeds the stringent performance standards that APL requires of all its underlying providers." Under the new three-and-a-half year contract, NS will provide rail service on international and domestic containers movements in the Southeast, with interchange with other carriers mainly at New Orleans but also at Memphis and Chicago. NS has been handling more than 70,000 containers for APL per year.

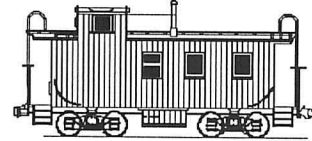
Tim Rhein, president of APL Land Transport Services, had this to say: "The advent

of reliable intermodal freight transportation is being driven by the need of many large-scale shipping customers to slash inventories and streamline their production and distribution strategies. While traditionally it was believed that a rail-based intermodal system could not compete with trucks, those days are over. Intermodal cross-country transit times are now measured in not just days but in hours and minutes."

APL's standard calls for 90% ontime delivery, which the company believes in the highest in the industry. The company has achieved 95% in some traffic lanes and is striving to make that the standard. APL still has work to do with some railroads.



Most roads in the 20,000 mile stacktrain network are improving, but NS consistently performs at or above the APL standard and sets an example for the rest of the railroad industry.



WHEEL REPORT

The former railroad car ferry **THE CITY OF MIDLAND** will again operate across Lake Michigan. This time, however, only automobiles and people will be on the ferry that will operate from Waukegan, Illinois to Holland, Michigan. The Midland, along with the S.S. Spartan, will be rebuilt to carry autos and include a dining room for fast food, a museum, video game room and live entertainment areas. The 85 mile trip will take about 5 hours but will save time for those in the Waukegan area wishing to get to the land of Michigan. Last year the Badger carried more than 100,000 people and 35,000 autos along with 1,000 motorcycles. Countless bicycles were carried also between Wisconsin and Michigan.

AMTRAK has placed some of the SW-style switchers in storage in Chicago. The GP40H units from GO Transit are being used in yard service as they come in from their runs. Still in service are #650, 659, and 661 still in orange. Units #550 and 555 along with SW-8 #749 are also in service. Three units are out of service and stored at the 16th Street Diesel House.

BN/METRA has sold six former units to MARC and are not at the former B&O Riverside Shop in Baltimore, MD. The units should enter service by the end of January and will become MARC #64-69. Former numbers are 9902, 9905-9908 and 9911. Seventeen units are still

stored at the 14th street shops. BN will retain two of the units for the business car train.

THEY TOOK THE TRAIN. Train robberies used to involve taking things from passengers at gun point. Now it apparently means taking the train itself. Police are searching for a 1,500 pound, yellow railroad motor car that disappeared from Norfolk Southern's yard at Mount Carmel, Illinois sometime between November 9 and December 22, 1992. *Via St. Louis Gateway Railletter.*

SPRINGFIELD TERMINAL has acquired ex N&W high-nose GP35 #206 to a list of 11 GP35's purchased by the ST in January. Of the 12 units, only N&W 2910 (ex-NKP 910) was in service on NS. The units are being renumbered ST 202-213, apparently because this will allow the 202, 204, 206 and 213 to retain the original N&W number. As of last November #217 became 203 and 1314 became 210. *From Narragansett Newsletter via Lake Shore Timetable*

TRACKS AHEAD has been on Channel 12 on Saturday's at 4:30 PM. We have failed to mention the new series and hope this will allow you to catch some of the new series. All shows are new with some great subjects. Some of the members are taping the show so ask around if you have missed some.

The next time you are in southern Illinois stop in **TAMMS** and visit the city offices in the former GM&O/C&EI depot. A recent trip by your editor along the former C&EI brought him to the quaint depot on the north edge of the business district. The city has been sent a C&EI HS calendar, stock certificates and a photo to place on the wall along with the GM&O photos. A letter back from Village President Walter Pang invites all members to stop if in the area. The items were a welcome addition and are being framed to place on the wall of the depot. Mr. Pang plans to have several of the

calendar photos mounted at the end of 1993 to hang on the wall of the meeting room.

THE WABASH RAILROAD expects to open its new short line between Chicago and Detroit on March 1 and will begin running three trains each way daily. How many trains run in and out of Chicago daily? The latest answer is given by the Travelers' and Shippers' Mail Guide which shows 1,386 trains of all classes arriving and departing daily on 41 roads, operated by 28 companies. Of these trains, 287 are through express and mail trains, 670 are suburban and accommodation, 274 merchandise freight trains and 164 grain, stock and lumber trains. The 28 companies operating these trains own 40,000 miles of railroad. *(Feb. 1893 Railway Age)*

HOW IS NORTH YARD OPERATING? Better than most of us hoped it would. However, there are still cases where trains, mainly NS, get delayed. On Sunday, Feb. 14, NS had train #181 approaching Eldan, about 4 miles east of town. As usual when they approach town they call Jacksonville on the CSX dispatchers channel. The call went out and the dispatcher said "I am lined for a southbound about 8 minutes away and you will get the signal as soon as he gets by." The time was 7:20 A.M.

Now it helps to have a scanner, especially when the weather conditions are good. About 1 minute before the above conversation took place I heard #795 meeting #720 (running late) at Rossville. As they passed the dispatcher lined the signals at the south end of Rossville siding and as far as Brewer, thus lining North Yard. NS #181 slowed down and stopped at Voorhees Street. About 15 minutes later Tilton called #181 and the engineer told the yardmaster they were sitting at Voorhees and no southbound train had appeared. CSX was calling signals and I could hear them coming at Bismarck, about 10 miles

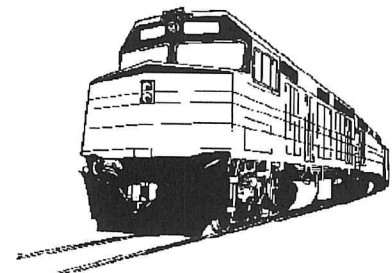
north. Finally #795 appeared, crossed NS and proceeded to Brewer. The rear end cleared the interlocking and still no signal. At 8:05 A.M. NS got a "high green" and proceeded west. I thought about telling the crew of the delay that was coming as I watched them bring their train to a stop at Voorhees, but I didn't have the heart.

ILLINOIS CENTRAL is beginning to take delivery of 17 SD40-2's. The ex-BN units have been on lease to the SP and are being received at Memphis. The BN is being painted out and Illinois Central placed on the side. They will be running in BN green until rebuilding and removal of the dynamic brake blister. In other news the tower at Gibson City was closed on February 25 at 3:01 PM. *Via Walt Baselt*

AMTRAK

The planned large-scale spring schedule change will not actually take place until May 2, instead of the date of April 4 printed on the current timetable. From Amtrak's Winter 1993 Service Bulletin, though, we can expect a significant number of changes.

Cafes and lounges were to receive new menus in January, and dining cars will receive new dinner menus this spring. New route guides will be introduced on the *Broadway Limited*, *Capital Limited* and *Cardinal* early this year, and by next winter, Florida coach passengers may expect optional at-seat videos.



AMTRAK

Amtrak tested its Swedish-built X2000 high-speed train between Philadelphia and Lancaster during the week of November 30, storing the train between trips on track #1 in 30th Street Station. The shovel-nosed electric locomotive--resplendent with white front end, blue stripes and prominently-displayed Amtrak lettering--was sometimes on the east end and at other times on the west end of the five-car train. A rakishly-styled cab control car was used in reverse movements. The train's tilting mechanisms received a good workout in the several runs over the curvy track between Parkesburg and Lancaster, reportedly negotiating the four-degree curve at Gap, PA at 80 mph, 25 mph above the normal track speed. On December 10 Amtrak ran the X2000 to Lancaster and return for a group of invited journalists, resulting in a spate of favorable television and newspaper publicity. On one trip, the train posed at Leaman Place beside STRASBURG RAIL ROAD's steam locomotive #90. The X2000 also made at least one test run on the New York Division before returning to Washington the following week.

Amtrak intends to run the X2000 in revenue service beginning next month. For two weeks in February it is to operate between Washington and New York as Metroliner trains 112/223, then for the rest of February and during March it will be assigned to Metroliners 114/125. In April it will run Washington-New Haven as trains 202/223, and on two weekends in May there will be public excursions between New London, Ct and Boston. No regular service will be operated in the non-electrified territory because Amtrak's turbo units cannot handle the existing New England Express schedules. Though the X2000 is capable of 150 mph running, even under wire it will be restricted to 125 mph Metroliner speeds. Fol-

purchase of 40 "California" cars, built by Morrison Knudsen at Hornell, using bodies supplied by Sorefame of Portugal. These new cars will free up present equipment to provide additional capacity on the *San Diegans* as the new "California" cars will be based at Oakland.

Via Cinders

WISCONSIN CENTRAL PLANS STOCK SALE

Wisconsin Central Transportation Corporation and some of its major shareholders are offering 3.4 million shares of common stock to the public, with the company portion going toward a purchase of Itel Rail Corp. short lines in Wisconsin. A spokesman for Itel said the deal, slated to close before the end of 1992, will take Itel Rail out of its short-line holdings in the United States. Itel still has some short lines in Western Canada, the spokesman said, for which it is negotiating with several unidentified parties.

Wisconsin Central said it is selling 1.8 million shares, and shareholders are offering another 1.6 million, at a price to the public of \$29 a share.

Tom Power, Wisconsin Central's chief financial officer, said net proceeds from the company's shares will be about \$48 million. That will mainly go toward a \$63 million cash purchase of Itel's north-south Fox River Valley Railroad Corp. and its east-west Green Bay & Western Railway Co., which also includes a defunct unit called the Ahnapee and Western Railway Co.

Via CBOT Transportation Newsletter

The new signalling system, compatible with electrification, will be installed between New Haven and Boston by the end of 1993, and this summer, work will begin on installation of concrete ties on 90 miles of track between the two New England points. Actual electrification construction won't begin until 1994. Major construction is expected to take place this summer between Hudson and Bergen, east of Newark, as part of the Kearny Connection which will allow NJ Transit trains from the Morristown Line to operate through the Hudson River tunnels into New York's Penn Station.

North Carolina's state-operated *Piedmont* will consist of ex-KCS coaches (owned by the Tarheel State), and will operate between Raleigh and Charlotte opposite the Carolinian, providing twice-daily service.

Superliner II construction has begun in earnest, with carshells being delivered to Bombardier's Barre, VT plant this winter. First deliveries to Amtrak will begin during the summer, initially to expand present consists, but later, in 1994, to convert the *Auto Train*, *Capitol Limited* and *City of New Orleans* to Superliners. The total viewliner order (of which 50 sleepers have been ordered) is expected to total 269 cars, breaking down to 127 sleepers, 68 coaches, 29 diners and 45 lounges.

The *Sunset* will begin tri-weekly through operation Los Angeles-Miami effective April 4. Eastbound, the train is carded to leave New Orleans at 11:00 PM Tuesday, Thursday and Sunday, arriving Jacksonville at 2:30 PM the next afternoon and Miami at 11:00 PM. Westbound, the train will leave Miami at 1:45 PM Sunday, Tuesday and Friday, arriving New Orleans at 11:55 AM Monday, Wednesday and Saturday. While new equipment for the East is a couple of years away, the State of California is funding the

UP OPENS RELOAD CENTER IN CHICAGO

A former Chicago Heights Terminal Transfer yard has been converted into a new reload center by the Union Pacific. Known as UP's One-Plus reload network center, the new opening brings to two the number of sites where the UP serves in the Windy City.

A food center was recently opened near Chicago and North Western's Porviso Yard in northwest Chicago. The center provides a better link to outlets in Wisconsin, Indiana and Michigan plus a link to Canada. The previous center in St. Louis and was not close enough to these states to provide timely service.

In Chicago Heights the railroad opened a site that will off-load steel, pipe, coils, lumber and building products. Trucks will then continue the service to the nearby states. About 200 carloads are handled monthly at the site. One-Plus enables the customer to make just one phone call to combine the railroads long-haul efficiency with the trucking industry's flexibility of delivery. It will allow the customer to send shipments on three different trucks and receive only one freight bill from the railroad. In addition to the warehousing aspect of the center it will also allow the customer to pick-up from the site.

This year UP's One-Plus network will unveil a bulk network as its next phase in expanding rail/truck benefits to customers. *Via UP Info*



Continued from Page 6

lowing the end of the testing program, Amtrak "hopes to initiate the procurement of 26 high-speed trainsets that will be used both north and south of New York." Service to Boston, however, will be dependent upon completion of the north end electrification for which engineering work has already begun.

Via Cinders

WINTER STRIKES THE UP HARD

On December 31 the Union Pacific had 4 feet of snow on the ground at the summit of the Blue Ridge mountains in Oregon. As a result of the heavy snow, UP was detouring trains over the SP's Modoc Line to Flannigan, NV on the 7th of January.

During the week of Jan 4, UP detoured a number of trains over Donner Pass although the Feather River Canyon was open. The thought was to operate them via Donner with another storm approaching, the UP was unsure if they could keep the canyon open. Secondary scheduled freights were still operated via the Feather River, while hotshots were called for Donner.



One of two UP's rotary snow plows was dispatched from Cheyenne for Portola with Steve Lee. It departed Cheyenne early on the 8th and arrived at Portola on the 10th. First task would be to plow the Portola yard on account of heavy snow pack then on to plow the highline. This is the first use of a rotary on the UP mainline since 1949, the first use of a rotary on the former WP main since the winter of 1971.

Another 10 inches of snow fell in the Feather River Canyon on the

13th. the UP was running the trains in fleets with Bronco's providing escorts. With Highway 70 closed most of the time for a 100 mile stretch escorting became difficult.

Via flimsies #148

DELAWARE & HUDSON RAILWAY

The railroad is now officially known as the Bridge Line Division of CP Rail System, under a reshuffling announced last fall by parent Canadian Pacific. D&H, however, will remain a corporate entity for legal and financial purposes. D&H dispatchers are to be relocated to Milwaukee, WI in order to centralize them with CP's other U.S. rail property, the SOO LINE. A unified paint scheme is also anticipated. Since purchasing the D&H from its bankruptcy trustee in early 1991, CP has invested in track and signal improvements and removed many obsolete facilities. Recently, trackwork was begun on the little-used former Pennsy branch between Wilkes-Barre and Sunbury, reportedly because CP wishes to resume direct service to and from Alexandria, VA via Harrisburg which was discontinued five years ago. Trackage rights over Conrail and Amtrak would be utilized.

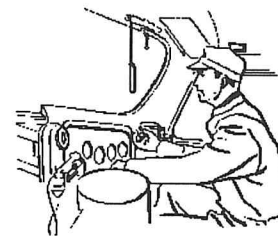
Via Cinders

AMTRAK MAINTENANCE SLIPPING

On October 20, Amtrak furloughed 257 (about one-quarter) of the workers at its largest maintenance facility-Beech Grove, near Indianapolis. Indeed, maintenance of equipment (specifically, heavy overhauls) and maintenance of right-of-way have been the major victims of Amtrak's FY '92-'93 economic reverses; 6% of locomotives and 40% of cars are past their recommended overhaul

FACTORY CLOSINGS AND LABOR CONTRACTS COULD EFFECT RAILROADS.

Last month, General Motors, announced the closing of seven more plants, including the parts factory at West Trenton served by Conrail. The Boxwood Road assembly plant near Wilmington, served by CSX, will also close. Several major labor contracts expire in 1993, and strikes could spell trouble for the nation's railroads. In February unionized coal miners will be seeking a new contract, as will oil and chemical workers. In May it's the aluminum industry and in July steel. Also in July the Teamsters will have their every-three-year confrontation with United Parcel Service and the Big Three automakers come up in September. *Via Cinders*



NORFOLK SOUTHERN

Norfolk Southern has placed an order for six EMD SD 70s. The units will be numbered 2501 through 2506 and anticipated delivery is during the first quarter of 1993. The firm in the mean time has received the balance of C40-8s from GE totaling 50 units. The new locomotives are numbered 8714 through 8763.

It appears our beloved cabooses will continue to be used on some railroads in various capacities. Norfolk Southern's Hayne Shop in Spartanburg, SC just recently rebuilt 10 ex-Southern Railway cabooses for assignment to unit ballast trains. The cabooses are to be used basically for shelter and transportation of the employees that unload the trains. They're not designed for conventional caboose use that we've been accustomed to for over a hundred years. The cabooses have a coal bin for the storage of track maintenance tools, seats by the bay windows and wooden benches like one would find in a park. You won't see a toilet, stove, lights, or radio. The cabooses used were X485, X507, X452, X396, X524, X547, X325, X538, X522, and X366. They have been renumbered 500000 through 500009 and painted orange with a white NS logo.

Norfolk Southern has been quite pleased with its first purchase of 257 aluminum bodied gondolas known as The Aluminators. They ordered 300 more for 1993.

Via Roanoke Turntable Times

date and those percentages are climbing.

Outgoing Federal Railroad Administrator Gil Carmichael was so appalled by what he learned about Amtrak's heavy overhaul cutbacks that he told the open session of Amtrak's Board on Dec. 2, "This worries me. I think the board learned yesterday that this cannot go too long too far." ("Yesterday" refers to a briefing on heavy overhauls Robert Burk, Amtrak's Chief Mechanical Officer, gave the board's operations committee.)

The heavy-overhaul cutback is a time bomb that, if not reversed, could cause Amtrak service quality to unravel while Clinton is president; some passengers already are suffering from the effects of these cutbacks. Thus Claytor began his talk at Little Rock by saying that, given the money, Amtrak could get the furloughed workers back on the job within weeks.

*Via National Association of Railroad
Passengers*

GET A DIESEL, FREE!

Uh-oh, here we go again -- fix up K4 steam locomotive #1361 in a hurry and get a diesel free. Frank Abate, general manager for the local Conrail shops, has offered a 1963 GP-30 diesel locomotive to the Railroaders Memorial Museum -- no strings at-

tached -- if the museum steps up a restoration job enough to get the K4 out of Conrail's shop building within 6-12 months. Abate told museum directors that the railroad's workload has increased and it will need the building where the steam locomotive is now stored dismantled. Conrail, which lent the shed space free for the repair of #1361, could simply order the locomotive off its property, but has remained cooperative.

Abate suggested that the museum restore the K4 to less than top operating condition and use what money is saved to restore the GP-30 for passenger excursions. He said he doesn't think the K4 will ever meet the safety requirements for use on Conrail main lines. But he suggested that the museum restore the locomotive to a level which allows it to be steamed up and run on non-Conrail lines, or perhaps on the Cove Secondary line between Altoona and Wye Switches, as it did about five years ago.

Abate also offered use of Conrail's machinery and materials, at cost, for the restoration. The GP-30 was retired about 18 months ago and was going to scrap. Conrail officials have long said that the K4 will never travel around Horseshoe Curve because of the danger that it could lose steam.

Via The Coal Bucket

THE STANDARD
CLOCK
MARCH OF YEARS
PAST...

1969- The Chapter has acquired a sizable amount of railroad records, approximately four pickup truckloads to be a little more exacting. Now comes the job of sorting, cataloging, etc.

1972- Sunday, March 5 saw a group of dedicated (?) railfans attempt once more to reach Judyville on the motorcars. Details included loss of spark and lots of pushing. "Fools on this trip were Dave Sherrill & daughter, Doug Herrmann & son, Randy Rippey, Dave Huffmann, Jim Millikin, Rick Schroeder and Jess Bennett, engineer."

1977- Concerning the L&N, our friend Bob Barker and the other operators at North Yard are also the crew callers now. Bob says time goes by real fast and he is exhausted by the end of his second shift. Other problems include a new trainmaster that will not allow railfans on the property.

MEETING NOTES
FEBRUARY 18, 1993

Meeting opened at 7:31 P.M., President Larry Prosser presiding. One guest and eight members present. Secretary's and Treasurer's reports were read and approved.

Under Old Business, Larry made the addition of Allen Cooke to the Model Railroad Show Committee. Larry also conveyed Rick's report that there was no word from the Central Indiana & Western about a possible spring caboose trip.

As New Business, Larry read Rick's correspondence to the St. Louis

Chapter. The only intermediate stop of the UP Challenger to and from the Chicago Convention will be Villa Grove. The train will run on the Mondays before and after the Convention. The St. Louis Chapter is not employing independent ticket agents, so there will be no need for our assistance.

There was a general agreement among the members, with no formal action, that the Train Order Signal Fund will also apply to other signal projects at the Depot, such as the crossing flasher display, when money permits.

Good of the Order: Allen and Doug reported on recent trip to Gibson City. The tower will be closed within two weeks. Dave and Bill went to the swap meet in Terre Haute.

Meeting adjourned at 7:54 P.M. Slide program by Larry.

C & E I H S AND
WABASH HS
JOINT MEET

On April 17, 1993 the Chicago and Eastern Illinois Railroad Historical Society and the Wabash Railroad Historical Society will hold a joint meeting in Danville, Illinois. The Bremer Conference Center of the Danville Area Community College, 2000 East Main Street, will be the site of the annual meeting.

Set up time for tables will begin at 8:00 AM with the swap meet to be held from 10:00 AM

until 6:00 PM. At 12:30 PM Rick Schroeder will conduct an auto tour of Danville and other former C&EI areas to the west and north, ending at the Danville Junction Chapter's Rossville Museum. At the museum model members of both societies may operate equipment on the HO model railroad.

The dinner hour will be 4-6 PM with



your choice of locations. We recommend the railroad decor Pizza Inn at Gilbert and Williams Street. The business meetings will be held from 6:30 to 7:30 PM with a break until 8:00 PM. From 8 to 10 PM will be "show your own slides" night for both railroads. A brief program on the former C&EI line in southern Illinois will be presented by Rick Schroeder.

Contact Robert McQuown, 26 Woodland Dr., Bismarck, IL 61814 (217-759-7747) for more information and table reservations.



On Sunday, April 18, the W a b a s h Society along with the C&EI will sponsor an

all day operating session at the Monticello Railway Museum with Wabash F7-A #1189 including a ride in the Wabash caboose owned by the Danville Junction Chapter. For a \$50 donation you can have an hour and a half of time in the F- unit learning how to operate it and the running it on museum trackage. Contact Randy Rippey, 50 Circle Drive, Monticello, IL 61856 to reserve your slot to operate. The 10 operating times begin at 8:15 AM and finish at 5:30 PM. Only 10 slots are available, so first come - first serve.

HIGH IRON TRIP

On April 25, 1993, the High Iron Corp. will sponsor a private car trip from Louisville, Ky. to Chicago. The trip will originate in Paducah, Ky. on April 24th. The private car will leave Louisville on the Soo Line around 7:00 A.M. with a planned arrival in Chicago at 10:00 PM.

The planned route will cover trackage of the ex-Milwaukee, Monon, Southern and C&EI along with the IHB. Price for the one-way trip aboard the *Caritas* is \$995 with an additional \$100 for a roomette supplement.