

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

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

OFFICERS FOR 1994

Our 26th Year

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

Volume 26

March 1994

Number 3

COMING EVENTS

March 17, 1994

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

March 26 & 27, 1994

Annual Model Railroad Show and Swap Meet, Urbana's Lincoln Square Mall, Urbana, IL. Sat. 10-6, Sun. 11-5. Contract Fred Schlipf at Urbana Free Library for tables.

April 10, 1994

Great America Train Show, Wheaton, IL. DuPage Co Fairgrounds 10 AM to 4 PM.

April 16, 1994

Chicago and Eastern Illinois Railroad Historical Society annual meeting, Salem, IL. Details later.

April 23-24, 1994

Charleston - Mattoon Train Show, Coles County Airport. 10 AM to 5 PM each day, admission \$2.

April 24, 1994

G M & O H.S. Annual Spring Railroadiana show at Springfield, IL. Holiday Inn - East at Stevenson Drive exit of I-55. 10 AM to 4 PM.

May 28-30, 1994

Spring Opening of Rossville Museum. Noon to 4 PM each day.

June 20-26, 1994

NRHS Annual Convention, Atlanta, GA. Start planning now as for those that pre-registered the information should come in March or April. See listing of events in this issue.

NEXT MEETING

The March meeting will be held at the Palmer Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM. Discussion will include the upcoming show at Urbana, dates for work sessions at Rossville, plans to complete the train order signal and a one-day work session on the caboose at Monticello. The pro-

gram will be presented by Rick Schroeder and will feature the Santa Fe Railroad from years past to the present time, providing his schedule is such to return to Danville.

MEETING MINUTES

FEBRUARY 17, 1994

PALMER BANK

Meeting opened at 7:31 P.M., President Larry Prosser presiding. One guest, Mr. Mike Walker of Danville, was present. Secretary's report read and approved. Treasurer's report read by Assistant Treasurer Bob McQuown, and approved.

OLD BUSINESS: Doug Nipper reported on behalf of Allen Cooke that there WILL be janitorial fees to pay in association with our planned model railroad show at Danville High School. This will cut into our profits, and we may have to reconsider any money split with the Booster Club, but the advantage is that the janitorial staff will do the heavy set-up and cleaning for us... Larry says that the layout at the Danville Care Nursing Home that we are to fix up is 4'x8' in size, with a nice backdrop but lousy trackwork. They have a \$100 budget, which should buy new track and a new locomotive, but a few cars will have to be donated by members. The crew will go out this coming Sunday at 1:00 P.M. and should be able to finish in one day. They will ask the director about possible news coverage... Bill Darner says that another woman contacted him about selling her late father's layout. Turns out that Dave Sherrill knows her and may be able to help.

NEW BUSINESS: Larry read a few items from the newsletter he receives as President: Containers are outpacing trailers as the preferred intermodal choice. Conrail experimenting with a high visibility paint scheme, basic CR blue on top but CHARTREUSE from the running boards down! The writer noted that

from a distance, this combination of what amounts to yellow-green with deep blue equals, well, purple. 'Nuff said.

GOOD OF THE ORDER: Dave reports that a recent westbound Triple Crown train on NS had his engine "blow up" near State Line, IN. A replacement engine was sent out from Tilton Yard. The volume is up on these "RoadRailers"... Doug Butzow says that second sections of many trains on CSX are quite common nowadays... Dave and Bill Wright reported on their trip to the Terre Haute Model Railroad Show.

Meeting adjourned at 7:58 P.M. Slide program given by Doug Butzow

1994 DUES ARE DUE!

This will be your last issue of the *DANVILLE FLYER* if you have not renewed for 1994. If you have a **RED MARK** on your label this is the last one.....final! Be sure to send your dues to Allen Cooke and remain on the mailing list for 1994.

CHAPTER MODELERS HELP NURSING HOME

In January, member Bill Darner was contacted by the Danville Care Nursing Home on Bowman Avenue concerning the model railroad that had been set up for the patients a few years ago. An article had appeared featuring Bill and his home layout and the director of Danville Care contacted us for help in restoring the layout to operation.

In late February members Larry Prosser, John High, Bill Darner and Jim and Frank Keller visited the

home and proceeded to rebuild the layout. The 4 x 8 wall hung layout had been built by staff members about three years before and was in very poor condition. The layout had been constructed by inexperienced model railroaders.

Our members stripped the layout of all track and began the process of rebuilding. The nursing home purchased the supplies and a new locomotive. On the second weekend the buildings were glued down and the layout made ready for operation.

The staff was thrilled to see the layout in operation. What about the patients? Larry said that one male patient watched the train run for 2 hours the first Sunday that our group got the layout finished. The day he returned the key to the director the patient had been asking to see the layout again. Larry and the director instructed him how to start the train and again he spent two hours watching the train run through the figure 8.

Our thanks go out to our members for bringing some joy to a persons life. That's what it's all about.

RAILROADS, UNIONS FIGHT SNOWMOBILE CROSSING LAW

Wisconsin railroads and rail unions are fighting a new state law that gives snow mobile organizations the right to seek permits to build snow mobile crossings over railroad tracks.

The legislation gives those organizations the right to establish the crossings at any point within the state, providing they obtain at least \$1 million in liability insurance (rising to \$2 million in 1997). That single policy could be used to cover liability for all of a group's crossings.

The state's railroads and rail unions have asked the Federal Railroad Administration to prohibit snowmobile crossings, except at already-established public crossings.

Via Rail News Update

CONRAIL

In October, J. B. Hunt began converting its corridor traffic on Conrail between Chicago (IL) and northern New Jersey from semi-trailers to double-stack containers. Conrail also announced that it had expanded its intermodal service out of Chicago, with added frequency and capacity to New England and new double-stack service to and from Columbus (OH).

General Motors recently awarded Conrail more than 2,400 carloads of annual vehicle business moving between US and Canada via connections with Canadian Pacific. Total revenue to Conrail for moves is nearly \$2.5 million. New business previously moved by truck.

Via The Lake Shore Timetable

1994 CONVENTION

Because of the loss of CSX excursion activity, the various planned activities for the NRHS visit to Atlanta this summer have been changed and the following are planned highlights:

June 21 .. Registration opens at Noon

June 22 .. first rail event, a short diesel powered trip on the Georgia & Northeastern on some very rare mileage.

June 23 .. Second rail event will be a steam round-trip with #1522 and #611 to Macon, Georgia - family tours and events - and the Great Locomotive Chase tour.

June 24 .. All-day program of seminars - family tours and events - Board of Directors and Membership

Annual Meeting - Railroadiana Show for NRHS members only - NRHS Museum tours - MARTA transit line tour - Annual Banquet - and a tour of Norfolk Southern's Training Center.

June 25 .. Third rail event will be a round-trip to Athens, Georgia using #4501 - more Family tours and events - Railroadiana Show open to the public and membership - and a night photo session at the South-eastern Railway Museum.

June 26 .. Final rail event will be a round-trip to Rome, Georgia.

Via NRHS News Extra

The Dayton Ry Historical Society reports that the Sunday trip will include #611, #1522 and #4501 to Chattanooga. #1522 will take a freight to Birmingham while the others will take the train back to Atlanta. We will give you more details.

SLSF #1522 will power a one-way trip from St. Louis to Atlanta beginning on June 18. The train will depart St. Louis Union Station with the NS train and travel to Springfield, Missouri. On the 19th the train will go via the BN line to Memphis for an overnight stay. On the 20th it will travel to Birmingham on the BN. The train will travel the route to Atlanta on NS and will be joined by #611, arriving late on the 21st. The entire trip will be run similar to the NS trips with stops at small towns along the route.

After the convention and the trip to Birmingham with a NS freight, the engine will move back to BN rails and move a freight to Memphis and St. Louis via the "River Line" through Cape Girardeau.

Via Dayton Ties and Tracks



NEW MOTIVE POWER

The next few years will be good news for the major locomotive producers. Major railroads along with transit districts and some regional lines have been placing orders that will see production into 1997.

As most of you know, Burlington Northern ordered the first AC production units when they ordered 350-SD70MAC's from the General Motors Locomotive Group. The first of the new units started arriving late last year and are being used in the western coal fields. Production will continue into 1996.

On the heels of this order CSXT ordered 300 locomotives from General Electric. This is a continuation of the railroads faith in GE as a locomotive builder. Three CW44-8's were received late last year with 50 more to come by the end of this month. In June 3 AC4400CW's are to be on the roster with another 27 scheduled by this fall. They will be numbered beginning with 9100. In 1995 they are to receive an additional 85 units, in 1996 82 more along with 3 prototype AC6000CW's and in 1997 the final part of the order with 50 AC6000CW's.

The CNW has been taking delivery of their Dash 9-44CWs and have the option to purchase an additional 50 units. In addition to the CNW order the Santa Fe has ordered 50 Dash 9-44CWs to be delivered by the end of this month. The UP is to receive 3 AC4400CW's in June and Hammersely Iron in Australia has ordered 29 Dash 9-44CW's for fall delivery.

Over at EMD the Metro-Link of Los Angeles has ordered 2 F59PH's, CalTran has ordered 9 F59PHMI's and GO Transit of Canada has ordered seven F59PH's. As noted above, the BN will receive 75 of the SD70MAC this year, Conrail has

ordered 26 GP60MI's and 4-SD70MACI's (I means isolated cab), NS has ordered an additional 25 SD70's of which one will be painted southern green, SP has ordered 25-SD70M's and Tex-Mex has ordered one GP60. GM will build 31 units for Australia, 10 for Ireland and 3 units for Saudi Arabia.

Conrail, VMV, PNC and Morrison Knudsen continue to rebuild units for several railroads and MK is beginning to enter the new locomotive market with their recent LNG-burning locomotive now testing on the UP. Compared to the late 1980's the next two years look very good for locomotive manufacturers.

On February 17 it was announced that Conrail had ordered an additional 21-AC units from EMD. The new power, SD80MAC's will be delivered in 1995 and will boast 5,000 horsepower. These will be the most advanced locomotives in the Conrail fleet and will work on the major freight routes.

FALL 1993, BOARD OF DIRECTORS MEETING

The Society's Board of Directors met in wilmington, Delaware, on November 14, 1993. Seventy chapters were represented by 111 members. Following are a few of the highlights of the meeting:

All current officers and Regional Vice Presidents were reelected.

In an involved discussion of the Society's financial situation, it was reported that the Society is financially sound, receipts have been deposited, and bills are being paid; however, there has been an unacceptable lag in financial reporting. The new position of Comptroller was filled; the Comptroller will receive raw financial data and produce reports, relieving the Treasurer of the financial reporting burden.

CHICAGO AND ILLINOIS MIDLAND

Commonwealth Edison and the C&IM have signed a contract to build a coal unloading facility at the Kincaid Station located west of Taylorville. The facility, to be completed in November of this year, will receive low-sulphur coal from Illinois in a new contract that will be signed this spring. Along with construction of the facility will be the upgrading of the 21 miles from Cimic to the power plant. Cimic is the connection of the C&IM with the Illinois Central located just west of I-55 south of Springfield.

At the Commonwealth Edison plant at Powerton the company is projecting a need for 13 million tons of coal for 1994. The utility is still reducing its stockpile but plans to start 22 train sets hauling coal to the facility soon. An additional 7 sets of cars will be leased including 2 from the C&IM.

For the last few months the C&IM has been moving coal up Petersburg Hill again, the first time since the early 1970's. The coal is received from the SP and NS in Springfield and is destined to Havana for transloading to Illinois Power. Last fall during the high water the coal arrived in Springfield via the Gateway Western.

Other new business for the railroad is a scrap dealer at Callaway that hasn't shipped by rail in the past 20 years. The new traffic will generate about 50 carloads of scrap a month. Weaver Popcorn in Forest City and Nudo Products are two new customers that are using the railroad. Corn in 25-car blocks is arriving from the Gulf for Pekin Energy via the Illinois Central in Springfield. Cargill handled 2,000 carloads in 1993 and expect to handle around 3,300 this year. All of the new carloadings is good news for the C&IM and the result of marketing efforts by the staff.

Via the C&IM Chapter Black Diamond.

Additional insurance coverage on the NRHS Libraries cannot be obtained without an inventory. Work on the inventory continues, and segments of the collection will be insured as they are catalogued.

The 1994 budget was approved. The National Society is budgeted to lose money on operations, less than \$1.00 per member. Capital expenditures also show a loss, despite substantial trimming of requests by the Finance Committee. President Raymond Wood promised to urge restraint in actual spending, in order to stay on budget.

The final report of the 1991 Huntington convention was approved. An interim report for the 1993 Chicago convention projects a modest surplus, probably under \$5,000. Three or four steam locomotives are expected for the 1994 convention in Atlanta. Operations

will center primarily on Norfolk Southern; the new CSX insurance requirements will have minimal impact.

A charter application was approved for the Bluebonnet Chapter of New Braunfels, Texas.

SPRINGFIELD AND LAFAYETTE RELOCATIONS

Winter weather has halted most work on both relocation projects. Lafayette saw some construction in sewer installation, but no roadbed construction.

Springfield: Work will resume on March 14 with the East Segment contractor beginning to construct Southern Pacific trackage south of Iles Tower. NS material will arrive

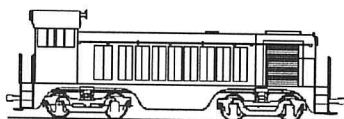
by the end of the month and by April 1 the turnouts should be under construction. The SP will begin undercutting the siding track on March 15. Work will take about 10 days and the plan is to move to the mainline track (future NS) on March 24th. After undercutting the future NS track granite ballast from Georgia will be used. This is an NS standard in undercut sections. The SP ballast will come from Kankakee while the project ballast is from Paducah, Ky. The IDOT schedule is still July 1, however, the date will be some time this late summer or early fall. Iles tower will be out of service by the end of April.

The West Segment contractor is to return around April 1 with surfacing of the lines through West Grand the first priority. Work will resume on the west end with ballast arriving around the middle of the month. They expect to complete trackwork around the middle of May.

Lafayette: The NS signal gang has completed relocation of signal lines around Lafayette Junction in preparation for construction of a temporary "shoo-fly" track. Construction of the trackwork will begin around May 1 with rail and OTM from CSXT arriving in late April. The schedule calls for cut-over of the ex-Monon track the week of July 18-22 (taking only 5 hours to complete). They will then begin removing the track from the middle of 5th Street.

Bids will be let in July for the bridges over Wabash Avenue and 9th Street that will carry Norfolk Southern in segment 5. The design of Segment 5 has started with coordination meeting with NS. It is hoped that the 1.2 million cubic yard fill east of by-pass 52 can be let in the fall.

Rick



DONNER PASS LINE TO BE SINGLE-TRACKED

A portion of Southern Pacific's historic Overland Route is being converted from double to single track. The portion over Donner Pass, between Colfax, California and Sparks, Nevada will have its second main track removed.

The conversion is intended to reduce costs on the route, which has seen a 50% drop in traffic since the 1980's. At one time, SP had discussed sharing its route with Union Pacific, which would abandon its Feather River Canyon route, but UP decided not to pursue it.

Rail and tie removal is in progress. The good condition of the materials will allow their reuse elsewhere. SP is waiting to see if the State of California wants to extend its Capitol Corridor passenger service to Colfax. If not, the portion from Colfax to Roseville may also be single-tracked. Also under consideration is the portion between Martinez and Sacramento. In a related development, SP is planning to close the hump at Roseville yard.

As a note, SP president Edward Moyers pursued a similar strategy on the Illinois Central main line between Chicago and New Orleans, with good results, during his tenure there.

Via The Gateway Railletter

SANTA FE TO LEASE LNG LOCOMOTIVES

Santa Fe has signed a three-year lease for two switcher locomotives that are powered by liquified natural gas (LNG).

The LNG locomotives, which has 1,200 horsepower each, are being produced by Morrison Knudsen in partnership with Caterpillar, Inc., and are being built at MK's plant.

The MK 1200G features an advanced LNG mono-fuel management system consisting of cryogenic tanks, process piping, vaporizer and controls. The LNG locomotives are thought to reduce some emissions.

Santa Fe is the second railroad to lease LNG locomotives from MK. Union Pacific has also leased two of the units. Both railroads plan to use them at rail yards in the Los Angeles area.

Via Rail News Update

3 RAILROADS MOVE MONTANA COAL TO MISSISSIPPI

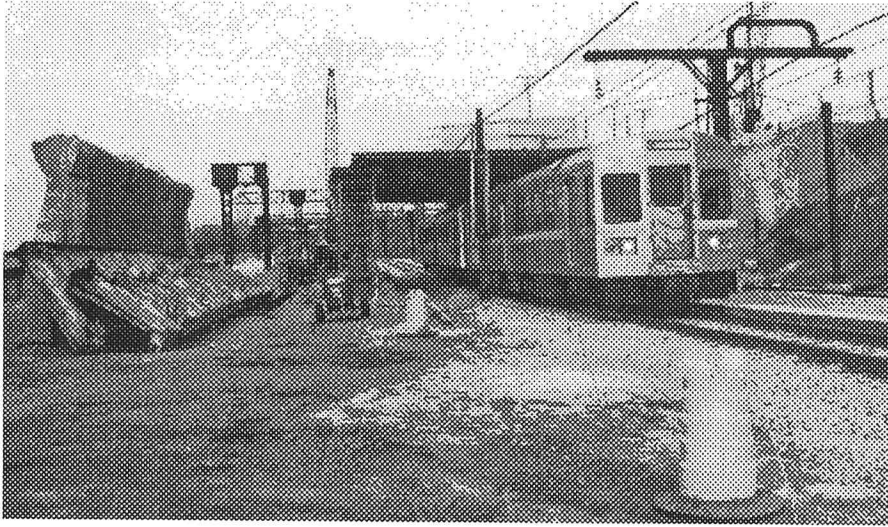
Low sulfur Montana coal has begun to move to Mississippi Power's Plant Daniel near Moss Point, Mississippi.

Mississippi Power shifted to western coal from the Powder River Basin in Wyoming and Montana to lower its fuel costs at Plant Daniel.

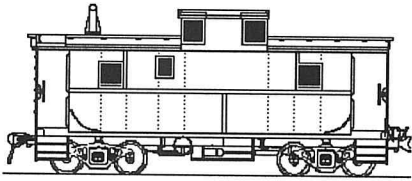
The 1,800 mile haul is a joint operation of the Burlington Northern Railroad, Illinois Central Railroad, and Mississippi Export Railroad.

The coal, from Decker Coal Co., in Montana, is carried in 115-car unit trains by BN from Montana to Memphis, where it is transferred to Illinois Central for the 360-mile trip across Mississippi to Evanston. Mississippi Export Railroad takes the trains the final 30 miles to the power plant.

Via CBOT Transportation Newsletter



In early January the contractor began removing the 34th Street structure in Cleveland. My firm has a contract with NS to observe the demolition of the bridge that was constructed in 1920. In this photo the bridge is gone. Two of the 80 foot girders lay against the pier on the left. The rapid transit has just left Terminal Tower and is eastbound by the site. Photo by Rick Schroeder



WHEEL

RAILROAD HOTLINE PHONE NUMBERS - A few months back we listed the Norfolk Southern phone number to call if you see grade crossing accidents, signal malfunctions, trespassers, thefts or vandalism. As good railfans we can help the railroad see more of their property that the limited force can't see now. So write down these numbers, especially if you have a mobile phone.

Norfolk Southern, (800) 453-2530. Toll-free, 24-hour-a-day number connects the caller with a centralized railroad police communications center. **Santa Fe, (800) 333-2383,** Toll-free, main office number for the railroad; operator will connect the caller with a police office in the

area. **Amtrak, (800) 331-0008** and **Conrail (800) 272-0911** round out the numbers to call if you see something that should be reported.

CP RAIL GOES TO CLEARING - CP Rail America has transferred its train operations from the Indiana Harbor Belt Blue Island Yard to Belt Railway of Chicago's Clearing Yard. CP RAIL hopes to be able to close Norpaul Yard, the main interchange point between its former Soo Line and the IHB. However, the move may make Clearing a bottleneck. CP RAIL, CSX, UP, and SP all report major delays to departing trains. *Via The Gateway Railletter*

CHAMPAIGN - The restaurant in the Champaign station will be re-opening soon and will be named The City of New Orleans, Ltd. It will feature New Orleans and Cajun cuisine and will feature a railroad motif. The hope is that service will be better than the last business. The new restaurant is expected to open around the last week of March and will also feature a LGB train running around the ceiling. *Via Bruce Bird.*

NORFOLK SOUTHERN will paint one of its new SD70's in the former Southern Green. This unit is expected this spring and will celebrate the 150th anniversary of the Southern Railway. If on the roster by summer is it sure to be at the convention in Atlanta.

CONRAIL - The Danville to Schneider line has officially been listed for abandonment. A recent legal notice appeared in the Danville paper indicating the railroad will file with the ICC about March 15. The rest of the "Danville Cluster" has been removed from the abandonment listing for the time being. With the plans to close GM's Powertrain foundry in Tilton in 1995 the fate of the cluster still remains. Business to Bloomington has been good in recent months and most trains leaving Danville for Indianapolis are 100 cars in length.

The abandonment will strand several elevators and businesses including our friend at Stewart. If the elevator purchases the line from Stewart to the KB&S at Handy the shortline will serve the elevator. The original price from Conrail was too high, but it may change now that the abandonment notice is filed. Part of the delay may occur if the Soo Line (CP Rail) does not give up their trackage rights over the line, even though they have been using CSXT for about 5 years now.

UNION PACIFIC - The fate of the Westville to Villa Grove line is final - the UP has officially been given permission to abandon the line. A last minute attempt by the elevator at Jamaica proved too short of cash. Presently the line is used for bad-order car storage, a practice that will probably continue for some time. Take your photos this spring of the former C & E I line as it won't be there for long.

RAILFAN DIRECTORY - Gordon Mooneyhan is planning a national railfan directory to help the visiting unfamiliar railfan contact locals to

assist in watching trains. you may be listed free of charge by sending your name, address, area and railroads to Gordon care of the Railfan Directory, P.O. Box 2328,, Myrtle Beach, SC 29578 -2328. The directory will be available in 1995 for about \$15.

NORFOLK SOUTHERN - CONRAIL -
Last year NS and Conrail agreed on a price for the former Pennsylvania line west of Valparaiso, Indiana that parallels NS into the Hammond area. The deal has not been finalized due to environmental concerns. Conrail has to release NS of any environmental problems down the road and to date that has not been completed. As a result the NS (ex-NKP) line is still overloaded with trains. Two weeks ago the signal department tried two days to install some signals and could not due to the train volume (about 50 on some days).

NS and the cities of Hammond and Gary are looking at using the Conrail/IHB tracks to eliminate many crossings in the area. However, this project is in the "thinking stage" and may not occur for 10 years, much like Springfield and Lafayette. NS is also looking at trackage rights over the former Pennsy line into Fort Wayne due to the traffic volume. Presently this line sees a Conrail local about 3 days a week and is ready for sale or abandonment.

CSX NEWS

CSX recently announced that they intend to purchase 300 new locomotives from General Electric Company during 1994 and into 1995. 250 of the new units will use alternating current as opposed to the convential direct current drive system. GE recently sent test unit 2000 to the test facility at Pueblo, Colorado for testing. This unit is similar to the AC units that EMD recently tested and are building for Burlington Northern. The first of

the 350 BN units being built by EMD are being delivered to BN during this month.



Recently CSX installed a new detector just south of Milford,

Illinois. The Hoopston detector was moved to south of Bismarck. The Milford detector is almost to far from Rossville to hear southbound trains. As a result we have lost our "ears" to indicate approaching trains. See Doug's article this month about how he and his company was involved in the new detector.

Recently the CSX publication indicated that new yardmasters were being trained by the railroad. The new employees are college graduates and will begin work in the yards soon after training. What happened to the days of a brakeman working his way up to yardmaster after working the yard for several years and getting to know the system. Virgil Sheets is a good example. He started on the C&EI as a brakeman and moved to Yardmaster under the L&N. He holds this position today. He is familiar with train operation having worked with crews for several years and makes a good yardmaster (a thought not always agreed to by crews). How the new employees will fare is not known, but the railroad will soon find out.

WASTELINE EXPRESS CARS ARRIVE

The thirty high-side trash gondolas have arrived in Roanoke. These 8,000 cubic-foot capacity cars are being built for a one-of-a-kind project to move Roanoke City refuse to Smith Gap Landfill.

These unusual green cars with yellow graphics are being constructed by Trinity Industries in Butler, Pa. Removable covers for the cars are

being built by Railcar Specialties in Atlanta, Ga. The cars incorporate several new design features and the covers are a complete new design, all of which were developed by the builders working closely with Norfolk Southern engineers.

The cars are 75 feet coupled length and when empty weigh approximately 89,000 lbs., including the removable covers.

Via Roanoke Chapter

STEAM NEWS

Southern Pacific Cancels All Excursions:

In a sudden and unexpected move, the Southern Pacific Transportation Company has cancelled all excursion operations over all of their lines for 1994. Their decision effectively kills the #2472/#4449 "Golden Spike Limited", at least two #4449 trips out of Portland and the #819 excursions out of Pine Bluff to Shreveport and Tyler, Texas.

Thus all non-essential company operations, such as excursion trains, are cut. Only Amtrak operations must continue - by law. The severe personnel reductions by new CEO Moyers as a cost cutting measure have left the company with little more than a skeleton crew with no time to run extra trains. The #4449 was to preform during the NMRA convention in Portland and #819 was to power a four-day excursion to St. Louis.

Milwaukee #261:

The ambitious excursion schedule gradually being realized for 1994 by North Star Rail, Inc. bears out the promise of an exciting future implied by her very successful return to the rails last fall. This is the excursion line-up as of mid February:

May 14-15: Chicago - Burlington WI - Fond du Lac, WI on the Wisconsin Central. The trip may

originate at Union Station as Amtrak and CP Rail have said yes, but Metra is the next to agree. At Burlington riders may detrain for the Chocolate City Festival.

June 11-12: Green Bay - Neenah WI on Wisconsin Central.

July ??: Chicago (Union Station) - Milwaukee WI over CP Rail.

Dates TBD: St. Paul - Winona MN over the CP Rail/Milwaukee Line along the Mississippi. Also, Minneapolis - Appleton MN over Twin Cities & Western RR.

NKP #765: The Fort Wayne Railroad Historical Society is still working on their 1994 trip schedule.

Virginia Central Steam:

Jack Showalter's two ex-CP 4-6-2's #1238 and #1286 may be running in 1994 over the same CSX trackage as last year. Basically Charlottesville - Staunton - Clifton Forge on about the same schedule if they can secure the \$200 million liability coverage.

Norfolk Southern Steam:

Once again, Norfolk Southern and the Class J #611 are the stars of the American steam excursion scene with a 50-trip schedule similar to last year's. On some excursions, the 2-8-2 #4501 and the 4-8-2 #1522 will serve as substitute power. #1218 will not return until 1995.

Via Dayton Ties & Tracks

NATIONAL HIGHWAY SYSTEM

Transportation Secretary Federico Pena said the proposed National Highway System unveiled in December is the first building block in a national transportation system that would make better use of available funding.

Using digitized six-col maps, Mr.

Pena and Federal Highway Administrator Rodney Slater rolled out a 158,700 mile system of interstate, federal, state, and local roads meant to generate economic development, reduce pollution and congestion, and cut distribution costs by concentrating federal funds where they do the most good.

"Examples abound across the country of under-and overcapacity failure to connect highways to rail or rail to ports or transit to airports," Mr. Pena said. "these flaws and gaps are the result of our lack of a true system."

One place where the DOT acknowledged gaps is metropolitan area highways, especially those that reach ports and other intermodal facilities. The department has committed to complete a detailed list of urban access roads to be part of the NHS by February 1, 1994.

The DOT said the NHS reaches 191 rail-truck intermodal facilities out of a total of about 250 such facilities. The NHS will reach 104 ports, but no compilation of how many are reached now was immediately available.

More than 98% of the new system exists now; the balance is to be built from designs already completed. The highway system proposal represents about 4% of the nation's 3.9 million miles of roads, but it would carry about 75% of truck traffic.

Via The Pioneer.

SP - WC TO MOVE IRON ORE 2,300 MILES TO UTAH

Southern Pacific and Wisconsin Central will jointly provide service to Geneva Steel Co., resulting in annual rail movements of about 26,000 cars of iron ore between the upper Midwest and Utah for the

next five years.

The traffic will originate in the Mesabi Range of Minnesota and other upper Midwest locations and move via WC to Chicago. SP will move the iron ore the remainder of the way to Geneva's Vineyard, Utah, plant. The move will be a total 2,300 miles.

SP is dedicating 50 locomotives and 1,300 cars to the service, while WC will contribute 13 locomotives to the move.



"This arrangement, in effect, makes Southern Pacific an integral element of Geneva's ongoing operations," said Robert J. Crow,

president and chief operating officer for the steel firm.

After iron ore is unloaded from the cars in Utah, SP said it will utilize those same cars to carry coal on the return trips from mines in Utah and Colorado to electric utilities and industrial customers in the Midwest and East.



Mr. Crow said, "This relationship will reduce the transportation costs for both iron ore to Utah and coal from Utah. This should make Utah coal cost competitive much farther east."

"The economics of this round trip opportunity make this agreement a very significant part of SP's future revenue stream," added Edward L. Moyers, SP Chairman and CEO.

WC President Edward L. Burkhardt called the move "the largest single movement in WC's history."

Via Rail News Update

NRRHS

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