

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

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

OFFICERS FOR 1995

Our 27th Year

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MEMBER: Illinois State Historical Society

Illinois Association of Museums

Volume 27

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Number 3

COMING EVENTS

February 16, 1995

Monthly meeting beginning at 7:30 PM, Palmer American National Bank in downtown Danville.

February 12, 1995

Wheaton, Great Midwest Train Show, DuPage Co. Fairgrounds 11-5

February 19, 1995

Peoria Train Fair, Illinois Central College at Route 116 & 24. 11 AM to 3 PM, admission \$2.

March 25/26, 1995

Annual Model Railroad Show, Lincoln Square Mall, Urbana, IL.

April 1/2, 1995

Annual meeting of the Illinois Terminal Historical Society at the Days Inn on Gilbert St. Swap tables, displays, annual meeting and dinner plus tours.

April 22, 1995

Chicago and Eastern Illinois HS meeting and swap meet in Danville at the Danville Area Community College on East Main Street. Railroadiana sales and displays,

annual meeting, program and slides plus a visit to the DJC museum.

June 27 to July 2, 1995

60th Anniversary NRHS convention, Lancaster, PA.

1995 DUES ARE DUE!

If you have not sent in your dues for 1995 this is your last issue. Due to postage costs we cannot carry you any longer. Don't lose out on a single issue of the FLYER, renew now.

Send your dues renewal to Allen Cooke and remain a member of the Chapter and the Museum for 1995.



MEETING MINUTES JANUARY 19, 1995

PALMER BANK Open for business at 7:30 P.M., Larry Prosser presiding. November minutes read and approved. No Treasurer's report.

OLD BUSINESS

We discussed the model railroad show. Profits to be reported at the next meeting. We had some problems with the tables... The IT Historical Society meet will be in Danville April 1 & 2. The C&EI meet will be April 22nd... Bob McQuown purchased railroad items from Ora Vacketta of Westville. Lots of IT stuff... Larry Prosser took his modular layout to the Illini Union at UofI... The trackwork is almost done at Stanleyville Yard.

NEW BUSINESS

None.

GOOD OF THE ORDER

Bob McQuown showed us the C&EIHS Certificates he made... Bill Kinneer said the Covington Club broke up due to the break-ins at their building... Larry showed us a long winded letter-questionnaire. Allen Cooke will fill it out for us... We had a stock certificate sale of \$1005.00 to a man in New Jersey.

Meeting adjourned at 8:00 P.M. to a video.

Dave Sherrill

MEETING MINUTES FEBRUARY 16, 1995

PALMER BANK

Meeting opened at 7:31 P.M., President Larry Prosser presiding. Secretary's report read and approved. Treasurer's report read and approved.

OLD BUSINESS

Allen presented the final tally for the model railroad show. \$500 for the show itself, \$411 for chapter table sales, \$911 Grand Total... Urbana

show is March 25-26. Chapter will have 3 tables, need member help to man them... Rick says the Rossville depot will not be available for the IT meet on April 1 & 2, but it will be usable for the C&EI meet on April 22nd, provided members show up to clean and get it ready.

NEW BUSINESS

TV station WCIA Channel 3 used the depot as a backdrop for the weather report one night at the end of January... Bob Gallippi reports that Burt Etchison's Bee Line Railroad received a questionnaire from an NRHS member writing a definitive history of Indiana railroads. The Chapter may be able to participate in this... Larry read about a new film and video on the Wabash being made available by the NRHS, from 16mm film... NS is selling steam program equipment at auction, it is done for sure... 2nd installment of the C&EI Passenger Train book is at the printer per Bob McQuown... The question was raised as to whether or not we should attempt another model railroad show.

After discussion, motion made by Bill Pearson, seconded by Allen Cooke, to proceed with another. Motion passed with one abstention. We will plan on paying some extracurricular groups at the school to move and set up tables.

GOOD OF THE ORDER

Doug Butzow reports that TP&W units are getting ditch lights. The newly operable F-unit is also being seen... Allen says an eastbound NS recently stalled at Supersweet due to engine failure, was rescued by a yard engine working Quaker Oats... The KBSR has taken delivery of two ex-GB&W Alcos, GB&W paint still intact... Terre Haute model railroad show is the 12th of March at the Homann Civic Center. Meeting adjourned at 7:57 P.M. Slides of Springfield Railroad Relocation Project by Rick Schroeder were the program.

CHAMPAIGN NEWS

Things are a bit slow during the month of February. The EMD demos are still prowling around the IC along with a couple of pairs of Soo/CP Rail SD40's. A few weeks back the IC was running the SD70's on a coal train and just south of Otto (Kankakee) the traction motors fried. The IC was testing them on a 15,000 ton train reasoning that fact that two SD40's could handle a 12,000 ton train. It is also rumored that GE will let the IC test a pair of Dash 9-44's this spring.

(Ed. From Internet comes word that the IC has purchased 20 SD-70's. Not confirmed yet.)

I recently had a conference in Evanston and returned via the former C&EI line. I stopped at "old woody" just south of Grant Park to get some shots of the bridge prior to removal. I was quickly regarded with 2 southbound and one north bound trains. The three trains were from the UP, CSX and Soo, not bad for a 5 minute stop.



I am a member of the Western Maryland Railway Historical Society and in the recent Speedletter was a story about the Station Inn in Cresson, PA. WMRHS member Tom Davis owns the bed and breakfast that is a favorite of many railfans. Why is it so popular with railfans? It has a huge front porch that overlooks the constant parade of Conrail trains on the old PRR mainline. The Inn is also close to Gallitzin and the Horseshoe Curve. It is reportedly very relaxing to kick back on the front porch, enjoy the good food, and watch the parade of trains. Those interested may call Tom at 814-886-4757 for information and reservations.

Bruce Bird

MURPHY'S LAW RULES C&IM'S OPERATIONS

As the saying goes, if anything can go wrong, it will. Another saying on the Midland is, "The trains always start rolling in on weekends, holidays and in inclement weather." But, hey, a train is a train, and that's what we are hoping for - it's just another challenge.

The new year started off great with 39 trains - the most in one month for many moons. Good news, but not without the loss of a lot of sleep, the use of a lot of insulated underwear, gallons of black coffee, and thank heavens for the pagers, cellular telephones and 4-wheel drive vehicles - to say nothing of the willing employees to get the trains placed and unloaded - with a flourish of time claims, too!

The coal started rolling in off the SP for the new Kincaid Dumping Station in December. The intention was to use the people who man the Havana Dock, because there was no coal there since June. The union would not reach a special agreement, so the work was done under the existing agreement, which meant layoffs, changing headquarter points, deadhead, mileage, calling all times of night, and long, long hours - one shift worked 20 hours. But there was money to be made! The payroll was a mighty one.

Trains were coming in back to back for Kincaid, and several had to be held out at Auburn, Girard, Carlinville, etc., because there was no place in Springfield without tying up the whole town. (Citations were issued on a couple of crossing blocks, but that's another story.)

There were many problems with the dumper, such as motors burning up in the new facility, the belts icing up and coal sliding back to the pits, remote controls not working on the locomotive, coal freezing up in the cars, making it nearly impossible to dump, requiring "shaking" some cars up to an hour. The excessive shaking was playing havoc with the building and cars - bolts, etc were flying off the cars, and eventually the electrical cable system and controls which were connected to the shaker assembly, just flew apart.

To make matters more hectic, SP has a 24 hour limit on the train from the time it's placed at Shops to the time it's returned to Shops for their crews to pick up. SP's empty train goes from here to Wisconsin where it's loaded with taconite for back haul to Utah, so they are particular about the timing. CWE's aluminum trains are in dedicated service, so they go right back to the mines for reloading.

In spite of all the problems, including trying to get someone work the holidays, the work got done. At the height of the fiasco, Edison decided to get rid of the employees at the Havana Dock - nearly all "protected" employees, which requires continued full pay whether there is work or not. So they decided to authorize buy-outs for them. Again the union would not sign an agreement, so they were authorized on a volunteer basis, and I spent a month making assurances to not only the employees but the company and CWE that everything would turn out the way each of them wanted. Again, no small feat! The result was to be four jobs left at Havana for security and start-up once or twice a month, to make sure the facility wasn't rusting up - just in case they would ever need to send any coal through Havana. After the buy-outs, there was only one employee left at the Dock. That was on a Friday - and there was need for a relief person

Friday night, so back comes one of the employees who had just been bought out that day. By Monday there was word of a coal train going to Havana for Illinois Power. No barges, no employees. Now what do we do? Well, it could be stacked out - but who was going to operate the place? One employee and one supervisor couldn't do it alone. So on Monday, we hire a mechanic back, and by Tuesday or Wednesday, we hired three more back, all as "new" employees. Now if that doesn't get everyone scratching their heads. Then another Havana train came in for dumping - again for Illinois Power.

In the meantime, C&IM employees are no longer dumping the Kincaid coal. It is being staffed by a temporary employment firm. New, inexperienced people coming in dumping coal and operating a remote control locomotive a half mile away. Some of the comments, "Man, I never even had an electric train... and look at me now playing train with a real one!"

Oh well, business is business, and we are thankful for every carload we have, but it sure makes for some interesting operations. Crystal Lake and the grain trains are another story on another day!

C&IM Chapter, NRHS

UNION PACIFIC COAL SHIPMENTS

Powder River Basin coal is moving from Wyoming to an Indiana power plant, under a long-term agreement between the Ohio Valley Electric Corporation (OVEC), the Union Pacific and the Western Railroads Properties Inc. (WRPI). During 1995 up to 3.5 million tons of low-sulfur coal will travel by rail and barge to the Clifty Creek generating plant at Madison, Indiana. The Powder River Basin coal is blended with eastern coal to meet the new federal emission requirements under the Clean

Air Act Amendments of 1990.

It's a 1,126 mile journey from the mines to Cora Dock on the Mississippi River, where the coal is transferred into barge. WRPI transports coal from the mines to South Morrill, Nebraska. From there, the cars move via the Union Pacific tracks through North Platte, Kansas City and St. Louis to the dock. American Commercial Barge Lines moves the coal along the Mississippi and Ohio rivers to the power plant.

This long-range agreement, signed in March 1993, has the potential for additional business, based on future decisions the utility company can make regarding PRB coal in other generation stations.



As a condition for obtaining the contract, Union Pacific rebuilt two railroad bridges on the Joppa Subdivision (ex-C&E) near Goreville,

Illinois to accommodate 286,000 pound coal loads. The bridges lead to Cook Terminal and an alternate barge-loading location for shipping coal to Clifty Creek. Dave Griffin, director-structure design, and Don Steele, manager-bridge construction, supervised the 19 month bridge reconstruction project.

Via the Union Pacific Info

Ed. The southern end of the former Chicago and Eastern Illinois is becoming a busy railroad again. The original Joppa branch was constructed to get to a barge loading facility at the small city. For years the C&E hauled coal south and loaded it into barges. About 15 years ago a power plant was constructed at Joppa and once again coal began moving south on the former railroad, now owned by the Union Pacific. In 1987 a new line was constructed from Joppa to a connection with the Burlington Northern, to be known as the Joppa Junction Railroad. Coal from the west now moves via the UP or BN

to Vienna Junction and then down the BN to the new Joppa line. Both railroads use the branch to get to the power plant. At the same time a new terminal, Cook Terminal, has opened at Metropolis for both railroads to use.

CONRAIL

Conrail's freight locomotive ownership rose to 2,144 units last month with 1,874 being road units. The total increased to reflect the ownership of the final 20 C44-8W units from GE (#740-759), originally expected to be leasers. At the moment all 60 of the 700 series are out on lease. #700-714 and 740-759 are at the Union Pacific and #715-739 are on the Canadian National. The first 40 bear only LMS markings while the others are in full Conrail paint. All are expected to be returned to home rails later this year.

Railway age reports that the Conrail fleet is one of the nations oldest with the average age of 16.6 years. With more powerful locomotives arriving on the scene Conrail plans to reduce its fleet by 10 to 15 percent over the next three to five years.

Conrail now expects to complete the cross-state clearance program by the end of May, 1995. This will allow trains to move directly from Cleveland and Pittsburgh to the east coast. Presently the traffic moves via Buffalo. A similar program will begin this year on the line to Boston which will allow higher double stacks and autorack cars. *Via Philadelphia Chapter Cinders*

The Triple Crown Roadrailer #RR232 on Conrail is operating eastbound out of Crestline, Ohio at 11:00 on Tuesday through Friday, plus Sunday, with arrival in Rochester by 8:15 PM. The westbound #RR231 move leaves Rochester at 11:00 PM Monday through Friday with arrival in Crestline at 8:15 AM.

An inter-divisional agreement allows one crew to handle the train from Crestline to Buffalo. *Via Lake Shore Chapter Timetable*

ADM FREIGHT CARS.

We know that railroads have a large inventory of freight equipment. Private corporations also have a considerable fleet of cars, most leased. ADM in Decatur is no difference. The company, which advertises itself as the "Supermarket to the World" has 11,500 cars in service. Most work out of Decatur but others are assigned to the various ADM plants around the country. How far do these cars stretch if placed on one train?

Based on a 60 foot car length they stretch for 130 miles, or between Decatur and St. Louis, Missouri. How would you like to be stopped by that train.

ST. LOUIS COMMUTER RAIL

The Bi-State Development Agency is soliciting proposals from consultants to study and implement commuter service into the St. Louis area. This will be a complete new system operating on existing freight railroads in the St. Louis and surrounding area.

The Commuter Rail Engineering Consultant will be selected this spring. Presently, consulting firms are submitting proposals to the agency, hoping to be selected for the hugh project. The focus for the project will be a major transportation investment analysis to analyze the feasibility for developing commuter rail against all other reasonable alternatives for addressing the demand in the I-44 corridor from St. Louis to Pacific, Missouri and the I-55 corridor from St. Louis to either

Festus/Crystal City or DeSoto, Missouri. Many agencies are involved in the study and implantation of the final plan.

The selected team will carry the project from study to filing impact statements, defining rail operations, help the agency develop rail operating agreements, support rolling stock acquisition and communications, mesh the service with freight operations, select station sites and design facilities, provide all survey and civil engineering needed, provide for signal systems and traffic planning, provide all electrical, mechanical, environmental, geotechnical and structural services to implement the entire system.

In addition, a feasibility study of commuter rail service in the Illinois area from St. Louis and Madison County will be studied. The study will include routes, station areas and locations, track scheme, freight railroad density, costs and financial feasibility. The service would extend to Godfery, Illinois and basically be along the Southern Pacific/Gateway Western.

The planned areas will include service on either the Union Pacific or the Burlington Northern. BN, as we know, has experience in operating the commuter rail system in the Chicago area for Metra. They operate similar, though smaller, systems in western states. Final analysis will be the responsibility of the consulting team. The agency expects to select the team this spring with work beginning in late summer.

AMTRAK FLEET DISPOSITION

As information, the 50 cars identified for removal from active service as of 1/9/95 include seven (7) dome coaches from the series 9401-9410; eleven (11) lounge cars from the 3100 series; and a total of thirty-three (33) Heritage coaches, includ-

ing eleven St. Louis-built ex-UP cars; six Budd-built ex-UP cars; fourteen Budd-built ex-ATSF cars, and an odd Budd-built coach each from the CB&Q and the GN.

While the removal from service of these cars is no guarantee they'll be put up for sale in a quick manner, it would be wise to make Amtrak aware of your desire to acquire equipment.

The following is a telephonic list of the individual cars identified by Amtrak for retirement:

Dome Coaches - 9400, 9401, 9402, 9403, 9405, 9406, 9410 (Note: 3 dome coaches will remain in service, all assigned to Auto Train service.).

Lounges - 3100, 3101 (ex-U.S. Army), 3107, 3108, 3110 (ex-ATSF); 3118 Casimir Pulaski, 3119 Miles Standish, 3121 Henry Knox, 3125 Paul Revere, 3126 Johan Printz (all ex-PRR).

Coaches - 4601, 4604, 4605, 4608, 4611, 4612, 4615, 4616, 4618, 4620, 4625 (all ex-UP St. Louis), 4627, 4628, 4629, 4634, 4638, 4645 (all ex-UP Budd), and 4647 (ex-GN Budd). 4700, 4701, 4703, 4718, 4722, 4724, 4727, 4728, 4730, 4732, 4733, 4735, 4736, 4737 (all ex-ATSF Budd), and 4741 (ex CB&Q Budd).

Via NRHS News Extra

CSX NEWS

R593 made the last revenue move over the former B&O line between Montezuma and Bloomingdale today.

Power was a slug set and a former L&N GP38-2 still wearing L&N paint. They picked up an empty plastics hopper from Futurex Industries in Bloomingdale and 20 loads of grain from the Wabash Grain Company at Montezuma. The crew was quite aware of the "historical" significance of the trip and made every

effort to move slowly for the few (2) photographers who knew of the trip. I just happened to be in the area and heard them on the radio. Problem is I had to run to Crawfordsville and didn't get to catch them on the track that is to be pulled up.

593 is now hitting Hillsdale around 11:00 every day.

Via Internet News (Bill Foster)

CSX continues to operate the same number of trains but in recent weeks we have noticed that #122 is running north around 5:00 PM. Last summer and fall we used to see the train around 2 PM through Rossville. #124 now runs that schedule, sometimes running shortly after lunch. Also, we have noticed that most trains seem shorter than last fall. At least spring is coming and we are ready to start watching trains go past the museum.

CSX is now using the B & O



channels 160.230, 160.320 on the northern part of the former Monon line. Formerly the L&N channels of 161.37 and 161.52 were used. These frequencies are still in use at Lafayette and to the south.

CSX now seems to reserve its 200 series for autorack trains, the same way it does to the 100-199 series for intermodal trains. Trains Q223 and Q227 run on the B&O line out of Chicago. The CP trains through Michigan, formerly R200-R207 now use CP numbers preceded by Z (foreign road trains).

Recent sightings of foreign power through Danville have revealed several Conrail units. Also, the UP has been represented, most recently by SD40-2's 3665 and 3618 on northbound #592. Several units have also been spotted on other trains. The taconite business is with us again. The moves are being made from Duluth to Birmingham. The

Wisconsin Central is moving several trains now via the SP to Utah, CSX to Alabama, Conrail to Pittsburgh and the EJ&E to the mills around Chicago.

CHICAGO AND ILLINOIS MIDLAND MOTIVE POWER

There was a glimmer of hope when the SP said they were returning the SD38's at the end of the year, but the spark dwindled when it was learned all six of the 70 series SD-38 locomotives which had been leased to the SP for a couple of years would never return to the C&IM. Instead, they were being sold to the UP to be retro-fitted at the cost of around \$70,000 each for use in hump yards.

Joint inspection between SP, CIM and UP took place in Texas in December, and there were some repairs to be made before the UP would accept the units. The sale is to be completed February 1; however, the UP has subsequent to the inspection rejected two of the units which will need additional repairs before acceptance.

Two units are currently at the Pine Bluffs, Arkansas paint shop.

The active power left on the C&IM is 40 years old or more, and it is becoming more and more difficult to have sufficient power available for service. There has been talk of leasing or run-through power, but that will be avoided if at all possible. However, if business continues to pick up, something definite will have to be done to improve the service. Just a new paint job does not put the power back to top shape, even if it does look great!

Via C&IM Chapter, NRHS

NEXT MEETING

The next meeting will be held on Thursday, March 16, at the Palmer American National Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM. Enter at the east door and take the elevator to the second floor meeting room.

Discussion will include the Urbana Model show that will be held on Saturday and Sunday, March 25 and 26. The chapter will have a sales table at the show. We can use help both days so stop in and spend a few hours. (spend some change and help the dealers plus see some fine layouts) Spring is just around the corner and we will be planning some work sessions to get the museum ready for opening this year.

ICC SUSPENDS BN-ATSF MERGER PROCEEDINGS

The ICC, recognizing the uncertainty that Santa Fe Pacific Corp shareholders will agree to a merger with BN, has suspended the procedural schedule it set up for the proposed merger. ICC approval is necessary for the companies rail subsidiaries, Burlington Northern Railroad and ATSF Railway to merge.



Initial comments on the proposal originally were due to be filed on December 27, only 11 days after the scheduled December 18th vote on the merger by shareholders. The delay was sought by KCS, Southern Pacific, the Western Coal Traffic League, allied rail unions, the Transportation Communications International Union and the United

AMTRAK AGREES TO CONTINUE OPERATION SOME HIAWATHA SERVICE

WASHINGTON-At a meeting today between Amtrak President Thomas M. Downs and Wisconsin Governor Thommy Thompson, Amtrak agreed to continue operation of four daily round-trip trains between Chicago and Milwaukee, Wisconsin, beyond April 1. Amtrak had previously announced that all *Hiawatha Service* between Chicago and Milwaukee would be discontinued as part of a comprehensive list of route and service reductions approved in December 1994. These route and service reductions are part of a plan to help the passenger rail corporation close a projected \$200 million budget gap during Fiscal Year 1995.

Today's agreement involves the State of Wisconsin paying Amtrak \$150,000 to continue running four daily round-trips between April 1 and June 30, 1995, the end of the state's fiscal year. The remaining four round-trips (reduced from the current seven round-trips) will operate during the morning and evening rush-hour.

During this extension of the *Hiawatha Service*, Amtrak will conduct a thorough analysis to determine ways to provide the service at the lowest possible costs. The cost analysis will be used to determine required levels of future state support to continue the service beyond July 1.

Amtrak also agreed to continue operating four *Hiawatha Service* round-trips through June of 1996, pending a formal agreement based on the new cost analysis. As part of the agreement for continued operation through June, 1995, Amtrak will raise fares for Chicago-Milwaukee service. The new fares will be determined prior to April 1, and will also apply to

Transportation Union along with the National Industrial Transportation League.

All cited the twice-delayed stockholder vote and the uncertainty that Santa Fe stockholders would vote to proceed. The



work necessary to prepare the comments would take tremendous time and money, the petitioners said. In its decision the commission said it was suspending its procedural schedule pending the outcome of the Santa Fe shareholders vote. Upon approval, the commission will immediately issue a new schedule with first comments due in 30 days after the date of the decision.

CBOT Newsletter

Hiawatha continued:

passengers riding Amtrak's *Empire Builder* locally between Chicago and Milwaukee.

President Downs said, "I am exceptionally pleased that Amtrak will be able to continue service the local Chicago - Milwaukee market. I sincerely hope this agreement signals the beginning of a new era in state-support for Amtrak operations."

Via Internet (Amtrak Press Release NO. 95-14 of 8 Feb 1995)

ELECTRONIC AGE

You may have noticed some of the articles are via Internet, the world wide computer connection. Your editor has access through America OnLine at the office. This has opened up the railroad forum to quick knowledge of happening events.

Another side of the electronic age is the transfer of material from one source to another. The big newspapers, like *USA Today*, send their publication via satellite to printing

plants across the country. This publication hasn't reached that point yet, but we are sending information across the phone lines. The minutes noted in this issue were sent via Internet from Doug to your editor. No more handing the disk on a weekend, now all done by phone lines.

Member Randy Rippy is on Compuserve and has been sending messages also. We try to keep you up to date on the news. We can be reached at "rickschro.aol.com". We may not be big but we do try to keep up with the "Jones".

Rick

WHEEL REPORT

On January 25th the MRM sent the Wabash F7 to Decatur for some truck work. This was a tradeoff for the use of the engine last fall for the special employee train. Randy Rippy chased the train south to Bement and got a shot on the curve. Again, two loaded hopper cars were added so the unit could run track speed. A 40-mph speed limit was placed on the Wabash unit due to the truck problem.

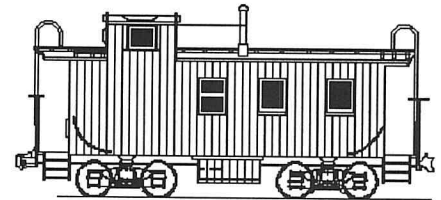
On February 4th the unit was returned to Monticello. The was wyeed in Decatur and returned with GM&O baggage car #457 and an IC flanger X-9151 plus two loaded hopper cars to be delivered north of Monticello. The GM&O baggage is one of the ex-D&H cars that was stored near the IC Champaign yard from at least the 1970's. The flanger belongs to chapter and MRM member Dennis Sloan. Other Sloan equipment at the MRM includes an IC caboose and the steam powered pile driver. Dennis, you must have a very understanding wife. *R. Rippy*

MOYERS STEPS DOWN No sooner did we report that Ed Moyers had been selected as Railroader of the Year by Railway Age then word came that he was stepping down as chief executive officer due to health

reasons. The 66-year old Moyers has high blood pressure and doctors have not been able to get it down with medication. They recommended that he step down from the position. The SP stock fell 87.5 cents to a close of \$17.63 upon the news. The company is still proceeding with plans to add motive power and trim costs by cutting jobs.

DAVIS NAMED PRESIDENT AND CEO OF SP

Jerry R. Davis has been named President and Chief Executive Officer of the Southern Pacific. Davis will be director of the parent company and Chairman and CEO of the railroad unit. Mr. Davis previously served as Executive Vice Present and Chief Operating Officer of CSX Transportation. Mr. Davis came to CSX from the Union Pacific.



NS OUT OF STEAM BUSINESS - OFFICIALLY

On February 28th an auction was held in Birmingham of all of the remaining steam locomotive parts and machinery. In addition, 8 of the passenger cars along with 15 cabooses, motor cars, water cars, and even the overhead crane, were sold.

ILLINOIS HIGH SPEED RAIL

Work getting under way shortly in the Chicago-St. Louis Corridor are an environmental analysis and additional railway engineering studies for track and signal improvements. IDOT has selected a consultant team to conduct the work which will include preparation of the Environmental Impact Statement and a detailed analysis of the 328 rail/highway grade crossings. The grade crossing plan will incorporate comments received from individuals, local government officials and

other interest groups.

The state fiscal year 1995 appropriation includes \$3.1 million for this work of which \$2.5 million will be reimbursed to the state from FRA. These studies are expected to take 24 months. *Via Railgram*

AMTRAK trains now use 161.325 (AAR 81) as the road channel in northern Indiana. This frequency is in use from Kalamazoo, Michigan to Porter, Indiana. Previously this channel was used by maintenance of way forces.

AMTRAK detoured on Conrail from Chicago to Kankakee, via Schneider, Indiana, on February 18. The IC derailed 3 cars in train GLNO blocking the main in the McCormick Place area. Train #391 was canceled with trains #59 and 392 being detoured via Conrail.

TP&W F7 #1500 is to be used on "special occasions" only. It has been spotted in service in the Watseka area several times.

INDIANA HARBOR BELT has acquired two SW1200's from National Railway Equipment. No. 2256 is ex-Milwaukee #649 and #2272 is ex-SP of the same number. The two units normally work Gibson yard on the southeast side of Chicago.

C&NW TRAINWATCHERS GUIDE is available from Dana Grefe, PO Box 595, Grimes, IA 50111. The guide covers the entire C&NW and is complete with maps, timetable listings, radio information, double stack train symbols and train schedules and details of origination and termination points. Maps include details of the Coal Line as well as the system map. Black and white photos of various good train watching places in Iowa are included. It is available for \$14.00 which includes first class shipping and postage.

NORFOLK SOUTHERN will start "trash train" service between Calumet Yard in Chicago and the

landfill near Taylorville, Illinois in late March. The train will operate about 3 days a week with two sets in operation. A loading facility is being finished at the west side of NS's yard, just south of 103rd Street. The train will operate via the NS (IC trackage rights) to Gibson City, then to Decatur and Springfield where NS will give the train to the C&IM for the final delivery. The C&IM recently began delivering western coal that arrives via the SP to the power plant east of I-55. This will become a busy line for the C&IM.

AMTRAK: THE PAST, THE PRESENT & THE FUTURE

Here we are, once again, fighting to save Amtrak from nationwide extinction. In the midst of this latest "Amtrak crisis," some reflection is in order on where we have been with Amtrak and why we are again facing the loss of trains - or even a total system shut-down.

Between 1979 and 1982 Amtrak's then president, Alan Boyd, had made some essential capital acquisitions to position the corporation in an expansion mode. The order for the first 283 Superliner cars was completed and hundreds of older cars were converted to head end power (HEP) and otherwise modernized for service on the eastern trains. In addition, 150 Amfleet II cars were acquired, and essential upgrading of maintenance facilities was accomplished.

We all thought that the next step would be to begin team building within the ranks of the company's employees. Team build-one of the key principles of modern management-would improve employee morale and result in better service to the passengers. We also thought that a marketing program would be to developed and implemented in

order to fill the seats of this newly acquired or rebuilt equipment.

Unfortunately, team building never happened (employee morale is worse than ever, and the marketing plan-if one existed at all-has been a disaster).

At this point in Amtrak's history, the nation elected a president who was not interested in the expansion of rail passenger service and who, in fact, made very attempt to kill the service. Threatened with the loss of federal funding, Amtrak management devoted much of its time to mere survival, rather than "growing the business."

It is this writer's opinion that had there been proper marketing of the service and effective team building within the company, Amtrak could have earned an additional \$200 million in revenues each year from 1983 to 1989. After the acquisition of the 104 Horizon cars, the company could have made an additional \$100 million for each year from 1990 to 1994. This is a total of \$2.9 Billion that Amtrak could have earned-but did not-for capital acquisitions and added service during the last 11 years.

While it is easy to blame former President Reagan-or Congress- for Amtrak's current problems, we must come terms with the fact that the management of the company since 1982 should be held accountable for the financial mess Amtrak is in today.

The President and members of Congress were duly elected by a process set forth in the nation's Constitution. I find it difficult, therefore, to blame our country's elected leaders for Amtrak's failure to implement modern management techniques-such as team building. Is it really President Reagan's fault, for example, that long distance trains have never been marketed correctly or that they run late with dirty windows? I think not.

Via Railgram by Dave Randall

BN SD70MACS

Iglitch@leland.stanford.edu (Lance Gleich) 03 Feb 1995

About a month ago, a railroad employee in the Seattle area stated that he had heard a rumor that the BN was having trouble with the electrical systems on its SD70MACs. I didn't believe the rumor, but does anyone out there know for sure that it is or is not true?

From bj359@FreeNet.Carleton.CA (Cliff Downey) Sat, 4 Feb 1995

A number of early BN SD70MAC's (numbered in the 9400's) have been showing up at VMV in Paducah, KY, lately. The only explanation from the company is that the units are "receiving warrantly work". 9426 was on the VMV test track in mid-December, and was still there on Jan. 22. Other SD70MAC's have been reported also.

VMV has also been busy painting new BN SD70MAC' in the 9550-series, since GMD's paint shop is too busy. About 20 were painted last year, and a half dozen or so have arrived since last fall. Also, VMV is still repainting Santa Fe GP60M's. The original factory paint began flaking about a year ago, and the units began looking horrible. This work is being done under warranty, and is being paid for by GMD.

From: kej5571@silver.sdsmt.edu (Kyle Jones) 6 Feb 1995

Yes, the MAC's have been having problems. The problem area has been with the computer systems. The computer for controlling the engine and the computer controlling the inverters/traction motors have had trouble communicating. The engine then off-lines itself, isolating it from the other two. However, in most cases, the remaining 350,000 pounds of tractive effort from the other two engines is enough. BN has the problem fixed now, and all seems to be fine.

C&NW just recently took delivery of their AC44-9's. You want to talk

about a bad engine. A garage door opener in Chicago took one out electronically. It just died.

SP TO LEASE UNITS FROM CONRAIL

On Feb07, SP announced it will be leasing 44 C30-7 locomotives from Conrail. The units will be delivered at Chicago. SP inspection is to take place before the units arrive at Chicago. First batch of numbers known are 522 523 526 560 552 516 536 517 533 548 552.

Considering SP is currently about 150 units short of what they need and many other leases have expired, look for more from Conrail. Currently SP has 175 units from other leasers on-line.

Via SPFlimsie 2-8-95 AOL

STEAMTOWN'S BIG STEAM FEST

Steamtown has invited several major steam locomotives to participate in the park's Grand Opening celebrations this summer. Planning to travel to Scranton, Pennsylvania are steam locomotives #2716, #1225, and #261. The Steamtown National Historic Site will supply money to enable these engines to make the trip.

Because Steamtown's travel funds are limited, the three steam organizations - the Fort Wayne Railroad Historical Society (#2716), North Star Rail, Inc. (#261) and the Michigan State Trust for Railway Preservation (#1225) - are willing to cooperate closely to minimize trip costs. To do this, the three engines may make the trip together as a sort of "triple header" from a meeting point in Michigan or Ohio, running over CPRail or Conrail to Scranton, which both railroads service directly. All locomotives invited to Steamtown must be there by Saturday, July

1st, when they are expected to operate as a part of the Grand Opening's kick-off ceremonies. Thus, the triple header would probably take place during the preceding weekend, Saturday, June 24 and Sunday, June 25th. These engines will be required to remain at Steamtown as exhibits until late August or early September, when the summer-long celebration formally concludes.

A fourth invitee, the ex-Frisco #1522, had considered coming but declined because of other commitments. The exact route by which these locomotives will reach Scranton has not yet been decided. Steamtown is currently taking to CP Rail and Conrail not only above moving these locomotives to and from Scranton under their own power, but also about running some steam excursions with them over their tracks out of Scranton.

Also coming to Steamtown will be other steam locomotives such as Susquehanna's Chinese built 2-8-2 #142 and the B&O Museum's Thom Thumb. Already on hand at Scranton will be Steamtown's regulars, 4-6-2 #2317, 2-8-2 #3452 and 2-6-0 #565. Later, during the summer, prime examples of American diesel locomotives and passenger cars will also appear. Unfortunately, Steamtown has budgeted no money for any cosmetic repairs before the celebrations to their prize exhibits 2-8-4 #759 and 4-8-4 #2124, both well known locomotives that will receive lots of attention from visiting steam buffs.

Obviously the foregoing statements answer the question whether or not Fort Wayne will restore #2716 this year. Thom Stephens and his crew aim to have the 2-8-4 operational by early June, in time to complete shakedown runs and final tweaking and polishing before heading east to Scranton. Departing Cincinnati the morning of January 26th behind an NS diesel, the big Kanawha reached Norfolk Southern's East

Wayne Terminal at Fort Wayne that evening, along with some water cars and a crew car. The next day, she went into the shop at nearby New Haven, at which time Fort Wayne's restoration crew descended on her like a swarm of bees (Tom will enjoy reading this). Right now, unless a coin toss decides differently, #2716 is the favorite to lead the triple header to Scranton - if there's to be a common movement of the engines to Scranton. None of these plans is definite yet.

Will there be any excursion activity this year with #2716, #261, and #1225 after Steamtown? Fort Wayne is currently negotiating late summer/fall #2716 trips on several Midwest short lines and regionals, and the prospects look good. As for Fort Wayne's #765, she will sit out 1995 to await developments in 1996. North Star Rail this year will be focusing more on trips over local shortlines in Wisconsin and Minnesota, but trips on CP Rail remain a possibility. Discussions with the CPR and Wisconsin Central are underway. The MSTRP may run something with #1225 over central Michigan short lines. Information on these trips will become available as the season progresses.

Via Dayton RHS Steam News.

NATIONAL COMMISSION ON INTERMODAL TRANSPORTATION RELEASES FINAL REPORT

On September 29, 1994, the National Commission on Intermodal Transportation delivered to Congress its recommendations for improving the Nation's transportation system. The Commission believes its report will be useful as Federal policy makers develop the

concept of the National Intermodal Transportation System and begin the discussion of reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA).

The Commission's report recommends that transportation policy makers build on the vision of ISTEA to take advantage of the synergistic potential of the nation's transportation system, envisioning it as a unified network linked together into a National Intermodal Transportation System as proposed by Secretary Pena. The Commission recommends that transportation funding and institutions be restructured to better support an intermodal system.

Robert D. Krebs, Chairman of the Commission and Chairman, President and CEO of Santa Fe Railway said: "The traditional focus on individual transportation modes such as highways, railroads, transit, air and waterways must be broadened to enable our nation to take full advantage of the strengths and efficiencies of each element of the system. To improve our environment, quality of life, and economic global competitiveness we need to focus on the safe and efficient movement of people and goods - not on modes and vehicles."

The Commission recommends that Federal transportation programs be funded to authorized levels and that these funds be strategically targeted to have the greatest impact. "Investment in transportation is critical for economic growth," said Krebs. "To capture the potential of our existing system, investment must be targeted to improving connections between modes; passenger stations linking Amtrak, intercity bus and metropolitan transit services, or connectors linking ports, rail yards, truck terminals, airports and interstate highways."

To fund the Nation's transportation needs financing mechanisms must expand beyond traditional Federal grants to more innovative mecha-

nisms. The Commission noted that the diversity of the Nation's transportation needs is well served by the funding flexibility encouraged by ISTEA and urged that this flexibility be increased to allow State and local officials to best meet the needs of their jurisdictions. As the Commission learned first hand, transportation needs are very different in Los Angeles and Montana. projects of national significance need funding.

The Commission also identified the structure of Government transportation institutions as a barrier to intermodalism. It recommended restructuring the U.S. Department of Transportation to better support an intermodal system, streamline planning and project review, and address federal policy conflicts. The Commission further recognized that ISTEA has resulted in new and productive partnerships at the State and local level to improve service to the customer- the user of the system. The Commission recommends that these partnerships be provided with the resources, funding flexibility and increased public-private sector communication that they need to succeed.

The Commission, created by Congress in the Intermodal Surface Transportation Efficiency Act of 1991, includes members with experience in freight and passenger transportation, state and local government, academia, and advocacy groups. Its recommendations are based upon extensive outreach across the nation beginning in January, 1994. Copies of the report can be obtained from the Office of Intermodalism, USDOT, 400 7th Street, SW, Washington, D.C. 20590 (202) 366-5781. News Release from the National Commission on Intermodal Transportation dated September 29, 1994.

Via IARP Railgram.

NEW MOTIVE POWER

The last two weeks have seen three different railroads confirm orders with GMD for new locomotives: Illinois Central will receive 20 SD70s (regular cab) with an option for 20 more. These are DC traction motor equipped.

Burlington Northern has ordered an additional 50 SD70MACs. These will be added to the end of the current order, bringing deliveries into 1998. Total 70MACs ordered by BN now equals 430 (350 original, plus 30 option taken and delivered in 1994, plus the 50 just ordered last week).

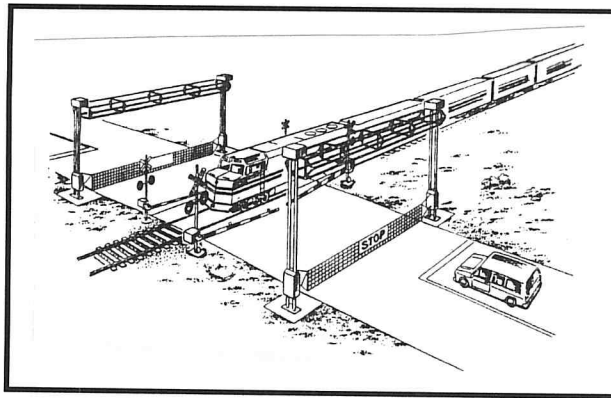
Santa Fe has expanded its SD75M order. The first 25 will be arriving in March and April - median delivery date is April 8. New orders are for 51 more - 26 in August and September of 1995, with 25 more in 1996. The order for 26 in 3rd Quarter, 1995, will be equipped with Locotrol III for use in coal service. Rumor has it that the order for 1996 will also be for coal service, but unknown if equipped with Locotrol.

Note: the first 3 SD75Ms were completed by the end of the first week of February. One will go to Pueblo for testing, two will go to EMD for testing. This should occur any day now. Units are painted in Red/Silver Warbonnet.

Sean Graham-White, via Internet

VEHICLE ARRESTING BARRIERS (VAB'S)

A new type of rail/highway grade crossing protection system will be tested in the Chicago to St. Louis corridor. A VAB is essentially a net that is automatically lowered with the warning gates to block the road



and catch a vehicle that fails to stop at the crossing. This provides an additional safety feature to correct for human error. A VAB would go beyond just warning motorists to stop for a train at a grade crossing: it actually would constrain vehicles from entering the crossing while a high-speed train was passing through.

Another proposed safety enhancement is quad gates which eliminate any chance for a motorist to ignore warning lights or drive around lowered crossing gates currently in use. Subject to the availability of funding, IDOT is planning to test quad gates in the Chicago to St. Louis corridor.

The crossings where VAB's will be tested were selected to provide three different traffic conditions.

1. Township Road 35A, approximately 3.3 miles south of Chenoa in McLean County. This crossing, which can be seen from I-55, has heavy farm traffic.
2. US Route 136 in McLean, also in McLean County. This crossing is near a major truck stop that handles a large number of tractor-trailer vehicles. With a speed limit of 35 mph for urban settings, this crossing offers experience with different weights and sizes of vehicles.
3. Hawthorne Street in Hartford, Madison County. Although this crossing is located in a residential area, the street provides access to an oil refinery and carries traffic like

diesel tank delivery trucks.

IDOT is working with the ICC on developing the plans for the VAB testing project. The demonstrations will be funded from \$1.75 million in federal highway funds under a program to eliminate hazards at

rail/highway grade crossings in five rail corridors with a high potential for being developed for high-speed rail passenger service. The Chicago-St. Louis corridor is among five designated by the FRA.

RailGram March 1995

TOWERS

The April issue of *TRAINS* magazine has a tribute to interlocking towers. Fewer than 200 active towers are left in the country and with the automation movement today the numbers will dwindle quickly. If you are a "tower nut" like your editor (and D. Nipper), I suggest that you get a copy of the April issue.

Of the confirmed active towers 40 are listed in Illinois and 12 in Indiana. Most are in the Chicago area of our railroad world. There are 7 in Michigan, only 3 in Missouri 23 in Ohio and 1 in Nebraska. For fans visiting Lancaster this summer for the NRHS convention there are 4 in Maryland, 24 in PA and 8 in West Virginia.

Now is the time to visit and photograph a part of American railroad history. Remember, Danville Junction, Champaign Tower, Tuscola, Tolono, Iles and Momence all left us in very recent times. The other 200 will be gone before we know it.

Rick and Doug