

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC, 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 Cooke Business Forms, N. Vermilion Street, next to the Central Illinois Bank, Danville, Il. beginning at 7:30 PM Central Time.

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Volume 28

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COMING EVENTS

March 21, 1996

Monthly meeting beginning at 7:30 PM at Cooke Business Forms, 2500 N. Vermilion St in Danville. See sheet 2 for details.

March 23 & 24, 1996

Urbana, Illinois - Model Railroad Show and Swap Meet, Lincoln Square Mall.

March 30, 1996

West Lafayette, Purdue Railroad Club Open house, Purdue Memorial Union Bldg. 2-6 PM, Free.

April 12-14, 1996

Spring Directors meeting - St. Paul, MN

April 27, 1996

C&EI Historical Society Annual Meeting at Watseka, Il. Meeting will be held at the depot adjacent to the TP&W/UP tracks. Swap tables open 10-3, Historical Tour 1-3, Business meeting begins at 6:30 with program starting at 7:30 PM.

April 27 & 28, 1996

Eastern Illinois Template Assn Model

Show and Sale - Arcola, Illinois at Rockome Gardens. 10-5, adm \$4.50

May 25-27, 1996

The Rossville Depot Museum opens for the 1996 season. Hours are noon to 4 PM each day, longer if there is a crowd.

June 18-23, 1995

1996 NRHS convention in Charlotte, NC hosted by the Piedmont Carolinas Chapter

August 24 & 25, 1996

Decatur Train Fair, 10 to 5 on Saturday, 11 to 4 on Sunday. Admission is \$2.



Ray S. Curl

Most of you did not know Ray Curl. Ray was one of our original members when the chapter was formed 28 years ago. Ray worked for the Chicago and Eastern Illinois Railroad, then moved to St. Louis when the Missouri Pacific took control in 1967. Later he worked for the Union Pacific and took early "retirement" when the UP wanted him to move to Omaha.

I first met Ray around 1963 and we became good friends. His knowledge of the C&EI and the NYC was far and above most railfans. Ray was born in Danville, not far from the NYC tracks, on Robinson St. He watched each train and recorded engine numbers, consist and date. He continued this practice to his death on February 23, 1996. Ray's collection included a photograph of almost every New York Central locomotive that ran.

Ray and I used to spend about one evening a week going to Tilton and watching the N&W, then to N. Yard to watch the C&EI. His love of the C&EI made him the foremost authority on the railroad. He compiled the most complete information on steam, diesel and equipment of anyone around. For several years he planned to write a book, finally writing a C&EI chapter in a book about the Missouri Pacific in 1994.



Several years ago we acquired a large collection of negatives. Most of them were C&EI photos, steam, diesel and many of personnel on the railroad. Ray was able to identify most of them by time and location. After the last passenger train left Danville in 1971 Ray acquired the Danville sign from the platform. He saw to it that we acquired one of them to place in the Rossville museum. It hangs there today.

I will miss Ray, as will many others in the Chicago and Eastern Illinois Railroad Historical Society. Ray was instrumental in the beginning of the C&EI HS at our Rossville Museum. Our prayers go out to his mother and his wife Barbara.

Rick Schroeder, co-founder and Director of the Chicago and Eastern Illinois Historical Society.

Next Meeting

The next meeting will be March 21, 1996 at Cooke Business Forms, 2500 N. Vermilion Street, Danville, Illinois. Note the address change, we have moved the meeting. Business meeting will begin at 7:30 PM with the program starting around 8:15 PM. With the upcoming Urbana Show we will discuss setting up our tables and who will be available to be there on both days. We welcome everyone, come and chat and work plus look at the layouts, displays and swap tables.

Welcome a new member to the Chapter. Mark S. Dickison, 19

California Street, Danville, Illinois has joined the NRHS. We welcome Mark as a new member to the museum.

Rick Schroeder will present the program again this month (work will bring him to the Danville area). We will look back at the Chicago and North Western Railroad. The C & N W is now part of the Union Pacific. Ricks collections includes much of the C&NW in Wisconsin and northern Illinois.

Elgin, Joliet and Eastern

The northern end of the EJ&E is being used by the Wisconsin Central and the Southern Pacific for southbound ore loads and northbound empties between Leighton and points south to bypass the congested Clearing yard on the Belt Railway of Chicago. The trains began using this route in early November. The empties access the EJ&E at Joliet and use the line north to the WC at Leighton. The southbound loads operate as far as Eola and transfer to the BNSF main for movement to Galesburg. The new AC power is being used on these trains, always in sets of 3 units.

In other news, the UP ran a SD60M-powered business train over the EJ&E on Tuesday January 9. The two car train operated from West Chicago to Gary, Indiana. UP President Ron Burns was in the Chicago area to meet with ex-C&NW personnel and had the chance to tour the "J". The EJ&E is in the process of installing new signals in some locations with a style similar to those used on the UP.

Via the North Western Limited

In recent news the citizens of West Chicago have raised objections to the plan from the Union Pacific to build a new interchange track with the EJ&E. The UP has been looking at property and have presented preliminary plans to the city. The city is also objecting to the plan as they feel traffic on the rail line would increase and the new track would cross several major streets. The UP says they are still "studying" the plan.

It has been known for some months that the UP would like to bypass Chicago and connect with Conrail, CSX and NS on the east side and avoid the yards of the Chicago area.

Derailments

There has been a rash of derailments in the last couple of months on various railroads. The Amtrak wrecks always get the news on the front page. If you note, in almost every case it is not Amtrak's fault.

Around Christmas Conrail had the major wreck in Effingham. The railroad, and contractors, are still cleaning up the mess. In the February 8 addition of the Decatur paper the front page carried a photo of the railroad and Hulscher moving the remains of a Conrail locomotive to flat cars positioned on the westbound track. About 20 percent of the rear of the unit was gone. In the distance was one of the UP units, with 75% of the unit gone. Over the past month the contractors have been cutting up cars in the area between the railroad and Route 40.

In Late March, after the big snows out east, the melting and rains caused Conrail to lose another train. A freight, BAPI, was en route up the Susquehanna River toward Conway Yard. The water began rising over the banks and the crew stopped the train, cut the power off, and tried to make it to high ground. They didn't make it. The 120 car train and SD60's 5508 and 5510, became buried in ice and water up to the cab windows. When the water went down it took bulldozers to move the ice to get to the derailed train.

On February 1 the BNSF had a derailment of train HBALT-1 at Milepost 60.7 on the Cajon Sub. The speed of the train was 55 mph in a 30 mph area. The train derailed taking units 157 -3853 -342-4031 and 45 of 49 cars into a pile. All units were destroyed and 9 cars of toxic chemical caught fire closing I-15.

The floods in the Northwest caught the BNSF with a train along the Columbia River. In shots on television we saw one unit slide down the

embankment into the river with two others partially derailed. The embankment gave way due to flooding conditions.

This winter has not been good for America's railroads.

Construction Projects

Conrail

We have sent a on-site representative back to Cleveland for a couple of weeks. Conrail needed assistance during construction of the Madison Avenue bridge near their Chicago Line. During the first week in March I had to visit there to help Conrail out of a bind. Our normal rep was unavailable, so the boss had to go.

Norfolk Southern

Overhead bridge projects are starting up on I-270 at Mitchell and St. Thomas, Illinois. This will close one-half of the eastbound lane of I-270 from the Mississippi River to I-355 from July 1 to early fall. IDOT is widening the eastbound lanes from two to three lanes. The westbound will be constructed in 1997. At the same time a project is going on at Glen Carbon where the former NKP line crosses under I-270. Suggest you use other routes this summer.

In the Gary, Indiana area we have a project for the railroad where Cline Avenue crosses overhead near the Van Loon crossing of the EJ&E. Late this year bids will be let for the same type of construction on I-80.

103rd Street over Calumet Yard has started again with painting to begin by the end of the month.

In Lafayette, Indiana construction of Route 231 bridge, Wabash Avenue and Ninth Street bridges will continue. Construction should be completed by the end of June. At

that time they hope to begin construction of the access road and fill are near Route 52 on the east side of town. The schedule calls for bid letting on the embankment around May 1. The bridge plans are in the review stage with bidding to occur around the end of October, providing funding is available.

CSX Transportation

The Ninth Street bridge and yard will be completed by June of this year. At Route 231 the contractor has begun removing a garbage dump that will require 3 month to complete. They hope to begin construction of the temporary alignment in June or July. Bridge completion will probably be in early 1997.

The bridge project on the Decatur Subdivision is scheduled to begin around the middle of April. Contractors are bidding on the project to replace 21 structures. Work is to take place on all bridges between April and October. Our office has been performing additional survey work for the railroad and will do final cross sections upon completion this fall. Total cost of the project is around \$5 million.

Gateway Western Railway

We will be assisting the railroad in preparation of traffic data for the proposed grade crossing closure in several towns in Illinois. They hope to close some and improve others with new protection equipment.

IN BLIZZARD, ONLY AMTRAK KEEPS RUNNING!

The "Blizzard of '96" reminded North easterners of a big advantage of Amtrak and most rail transit: the ability to travel during and after a major snowstorm, and to do so safely.

Unfortunately, this message was lost elsewhere as the national media focused on a Cardinal halted in Charleston, WV, where its 96 passengers spent two nights in hotels.

The real story was that the Northeast Corridor kept running while airways and highways were paralyzed. The New York-Florida Silver Meteor didn't miss a trip; the companion Silver Star and the Washington-Chicago Capitol Limited missed only their Monday, January 8, departures. Sunday's Chicago departure waiting six hours in Toledo behind a derailed Conrail freight, reaching Washington 12 hours late at 1 am Tuesday. Amtrak let satisfied customers use the train as a hotel until 8 am. A Sunday afternoon train from Boston also reached Washington 12 hours late, Monday morning. Other trains had much shorter delays. Many Metroliners did not run due to low demand and top speeds (80 mph).

Airlines reduced service Saturday, January 6, the day before the blizzard, so planes would not get snowed in. Major Northeast airports were closed Sunday-Tuesday. At Miami International Airport, "at the height of the (closed-Airport) crisis Monday, 1000 passengers who couldn't get into the blizzard zone camped on benches and floors" (USA Today, January 11). Wednesday air service was far from normal, and a smaller blizzard disrupted service again Friday.

Commuter rail and rail transit lines generally kept running, while buses were hit hard. (New Jersey Transit ran no buses Sunday night and Monday; New York City Transit canceled buses Monday after 200 got trapped in drifts or behind stuck vehicles. Almost all bus routes were back by Thursday.)

The Long Island Railroad relied on diesels to keep its three principal lines running (Port Jefferson, Ronkonkoma, Babylon), as wind-whipped, powdery snow, made elec-

tric operation nearly impossible. Other lines returned to service between Tuesday and the following Sunday (January 14). New York subway lines in open cuts also had interruptions.

Third-rail icing forced Washington's Metro to close surface routes part of Monday and Friday. Metro's image was tarnished when the federal government reopened Thursday, even though many highway lanes and half Metro's rail fleet were unusable.

When everyone finally returned to work on Tuesday, January 16, Metro performed well while highways were still paralyzed by unplowed, closed lanes. Sadly, local media did a poor job of reporting that Metro had largely recovered, while the highways had not.

Philadelphia had an all-time record 30 inches of snow, leading Pennsylvania Gov. Thomas Ridge (R) to ban non-essential auto use Sunday-Thursday, January 7-11 (as did New Jersey for two days). SEPTA trains and buses were the only way to go. (About 60% of SEPTA bus routes had detours due to snow and improperly parked vehicles.)

"How I go back here on Sunday night proved to me the importance of Amtrak. I came all the way down from Vermont. The efforts which those crews put on, and how packed that train was when it finally got to New York City, and then on to Washington, emphasized how important that means of travel is in times of crisis like this. Without Amtrak passenger service we would be in trouble." --Senator James M. Jeffords (R-VT), January 10 floor statement.

Via National Association of Railroad Passengers

UNION PACIFIC NEWS

IC AGREEMENT

Union Pacific and Southern Pacific have reached agreement with Illinois Central Railroad on a variety of marketing and operational issues associated with the pending UP/SP merger.

"This agreement will mean more efficient operations for both railroads, especially through some key gateways," said UP Corporation President Dick Davidson.

Illinois Central President E. Hunter Harrison added, "This agreement assures efficient routing options will continue to be available post-merger for all shippers. We have excellent working relationships with both the UP and the SP and are confident that will continue following their merger."

In the marketing area, the agreement is designed to take advantage of mutually beneficial interline routes and business opportunities. For example, the agreement contemplates cooperative efforts in marketing forest products, coal, chemicals, and carload business.

In the operating area, the agreement focuses principally on issues designed to ensure efficient operation after merger. It covers interchange of traffic between the two railroads in the Chicago area, rebuilding of certain facilities in the New Orleans area, and the resolution of the impact of the merger on certain trackage rights. For example, IC will be sold SP's interest in a line between Church and Valley Junction in Illinois and the new UP/SP system will retain trackage rights on that line. In the Chicago area, the agreement specifies how operations will be conducted after merger on the Illinois Central track between Chicago and Joliet.

The accord also resolves IC's role in UP/SP's pending merger approval case before the Surface Transportation Board (STB). IC agrees not to oppose UP/SP's application. UP/SP agrees to negotiate first with IC if additional competition beyond the Burlington Northern Santa Fe (BNSF) agreement is imposed by the STB and UP still decides to go ahead with the merger.

Davidson said, "UP's and SP's existing agreement with BNSF would be imposed as a condition to the merger, and it fully addresses all competitive issues."

Harrison noted, "UP and SP have demonstrated their good-faith and proactive efforts to address upfront the anticompetitive elements of their proposed merger. If the STB decides UP's agreement with BNSF is sufficient to protect the public interest, this element of our agreement will not be triggered."

The agreement is contingent upon approval of the proposed Union Pacific-Southern Pacific merger. In all, more than 1,500 customers and government agencies have supported the proposed combination. A merger application was filed November 30, 1995. A decision is expected from the Surface Transportation Board, the successor of the Interstate Commerce Commission, by mid summer.

UTAH RAILWAY AGREEMENT

February 1 — An agreement to allow Utah Railway to expand its operations, if the Union Pacific/Southern Pacific merger is approved, was announced today.

Under the agreement, UP/SP will:

- grant Utah Railway overhead traffic trackage rights across the SP's line between Utah Railway Junction and Grand Junction, Colorado.

- allow Utah Railway access to the Savage Coal Terminal near Price,

Utah.

- allow Utah Railway access to the Cyprus Amax's Willow Creek Mine near Castle Gate, Utah.

As part of the agreement, Utah Railway agreed not to raise any objections to operations by Burlington Northern Santa Fe Corporation between Utah Railway Junction and Provo.

"This agreement addresses concerns Utah Railway had about the Union Pacific/Southern Pacific merger and it removes a potential obstacle to effective trackage rights operations by Burlington Northern Santa Fe between Denver and Salt Lake City," said Dick Davidson, Union Pacific Corporation President.

Gary Barker, Utah Railway President said, "This agreement directly addresses our concerns with the UP/SP merger. The expansion of Utah Railway's operations will ensure our continued ability to serve the Utah coal industry."

Union Pacific/Southern Pacific combination will provide stronger rail transportation competition throughout the Western states through the creation of a rail system with direct routes, service capabilities and financial resources to compete with Burlington Northern Santa Fe Corporation. Utah Railway serves the central Utah coal fields.

A decision on the merger by the recently created Federal Surface Transportation Board is expected by August.

From MJVICE@ccmail.monsanto.com

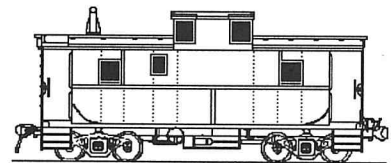
CSX News

CSX has renumbered the FP7 A and B units to number 417 and 418 respectively. The reason for the change - the new CW44AC's reached that number series and they had to make room. On January 26 CSX received #125 for service.

The Chicago Service Lane was officially established by CSXT on January 1. The territory covers the former Chicago and Nashville Divisions from Chicago to Birmingham and from Memphis to Chattanooga. John Drake is the general manager. The Louisville Service Lane, under general manager Bob Bernard, becomes effective on February 1. The Baltimore Service Lane will become effective in March. (*Via the Bull Sheet*)

If you have noticed lately, CSX trains are running later than usual. We are not sure if this is a change in time or just business problems. #124 used to go north just before noon at Rossville. It was always on time and within 2 hours of 11:00 AM. Now it is around 2 PM. #122 used to be about 2 hours behind. That train now runs after 5 PM on most days. All trains are powered by two of the new 9000 series GE's.

Other trains are running later than they used to. Ore trains are moving south and with the increase of business there aren't enough crews. Some trains wait 2 to 3 hours at Danville for northbound crews.



WHEEL REPORT

CSXT has come out with a revised freight designation. The numbering includes various types of products and locations. Included are the CP-Soo Line trains operating on CSXT. The revised listing was published by the BULL SHEET and is included in this issue. Be sure to keep your copy for reference.

CONRAIL - Danville Cluster. J.D. Cooke reports that Conrail is now offering the entire "Danville Cluster"

being the line from Terre Haute to Paris (including the Illinois Cereal Mill) and Danville. The line to Peoria is included as are the lines in Danville to the industries and the plant near Covington.

Three years ago, when Conrail was trying to sell the lines, the Paris to Terre Haute segment was not included. As a result, most shortlines that looked at the cluster turned it down due to lack of business. At that time the GM plant in Danville was still going, however, the handwriting was on the wall for closure. Now most of the business is gone. Conrail has routed much of the business away from the line and the yard at Hillary is only about 25% full. One unit, a C40-8 or similar unit, is used for the Peoria train, over one day and back the next. Usually only one unit is maintained at Danville for switching, used to be 2 to 4.

We hope that someone buys the line, but hope may be slim. If the line is broken up look for NS, the IC and CSX to buy parts of the lines. From Westville to Paris the line will probably be abandon. We will let you know what happens.

1996 CONVENTION UPDATE - The planned schedule for the convention in Charlotte is June 18, steam trio on the Great Smoky Mountains Railway, June 19 - a VIP tour of the newly restored Spencer Shops Roundhouse and operation of rolling stock at the N.C. Transportation Museum, June 20 - rare mileage trip on CSX from Monroe, N.C. to Acme through Hamlet, June 21 - seminars, train show, barbecue dinner and national board meeting, June 22 - rare mileage trip on CSX from Monroe to Greenwood, S.C. on ex-SAL mainline, and June 23, a circle trip from Charlotte on NS over the Blue Ridge via the Loops at Old Fort and return down Saluda grade. The convention package will be coming soon,

make your plans now for this summer.

150TH ANNIVERSARY OF PENNSYLVANIA RAILROAD - On Saturday, March 16 at 30th Street Station in Philadelphia, a gala display and dinner will be held to celebrate the 150th anniversary of the chartering of the Pennsylvania Railroad. The co-sponsors are the Philadelphia Chapter and the PRRT&HS. Through out the summer there will be displays and meetings honoring the 150th year. A reenactment and commemoration of the charger signing will be held in the State Capitol Rotunda in Harrisburg on April 13. On April 17 the PRR Clock will be dedicated at the Amtrak Station in Lancaster. The PRRT&HS meeting will be held at New Kensington, Pa on May 2-5. June 8-9 will see Pennsylvania Railroad Days at the Railroad Museum of Pennsylvania in Strasbourg, Pa.

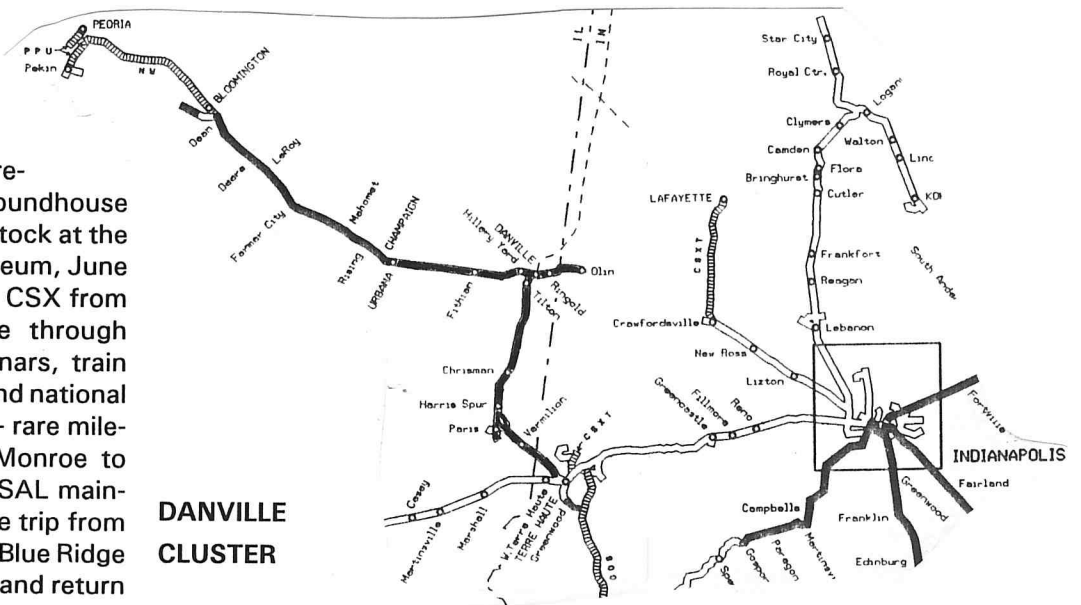
On October 5-6 the Altoona Railfest '96 will feature 150 years of Rail Heritage and October 11-13 there will be a Pennsylvania Railroad History Symposium in Strasbourg. Finally, the scale model of Abraham Lincoln's Funeral Train will be on display in Harrisburg in November

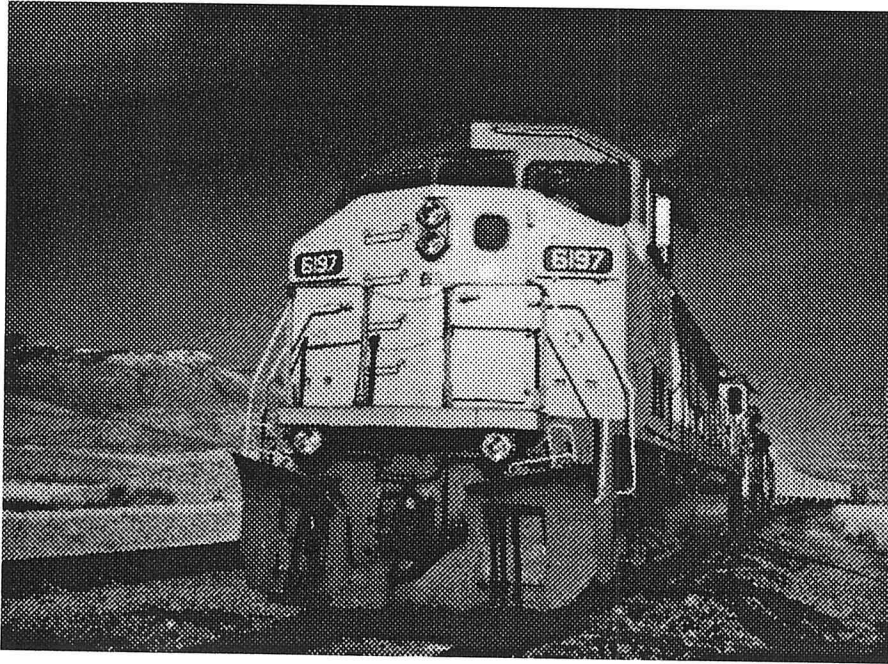
and December.

TRUCK DELAYS TRAIN - Around the last week in December, in Pekin, Indiana, a semi-tractor trailer became stuck trying to cross the CSX (ex-Monon) tracks in the downtown area. The center of the truck became stuck in the crossing raising the wheels off the roadway. A CSX through freight saw the truck in time to stop (luck this time). Many of the crossings in Pekin were blocked most of the morning, either by the truck or the train. A great photo, showing the train behind the trailer, came from member Terry Runner.

ILLINOIS CENTRAL - The IC has wasted little time in moving motive power to the Chicago Central and Pacific. Several sets of SD-40's are being assigned to the CCP to help with grain traffic and traffic coming from the UP. Later this year additional traffic will be coming from the BNSF at Dubuque. The CCP is operating two sections of #50/51 with the second section operating from Markham yard on the IC.

The map below shows the extent of the Danville Cluster that Conrail has offered for sale.





Westbound grain train, GLNCMH, sits at Pebble, Idaho, MP 171, with UP SD60M 6197, C40-8, 9216 and SD40-2, 3174. Photo by chapter member Mike Vice, Dec. 24, 1995

Altamont Tower

Last summer Randy Rippey and I traveled through West Virginia and Maryland photographing the last of the ex-B&O towers on CSX Transportation. Around noon we arrived at Altamont Tower (AM), located at the "Summit of the Alleghenies - 2628 feet" on the Mountain Subdivision of the Cumberland Coal Business Unit. We parked nearby and ventured down toward the tower. The operator was very friendly, I don't remember his name, and told us that one westbound was ready to leave the yard about 20 miles east. "It will be at the crest in about an hour and a half" he said.

We moved the truck to the parking lot across from the tower to have our "picnic" lunch. I set up the tripod and we got photos of our lunch with the tower in the background. Not often you can do this. We had just finished lunch when he

called that the train was about 15 minutes away.

We grabbed the cameras and headed up the hill to the east to get a shot of the train rounding the curve past the elevation sign. Within about five minutes we began to hear 4 units in throttle position 8 as they ground up the hill. Within minutes they rounded the curve, cameras clicked and the train sped past at about 25 mph. As the rear end approached another unit could be heard and a SD-50 came by pushing hard. As soon as he crested the hill they began the dynamic brakes and the train ground to a halt about one-quarter mile west of us.

The crew cut off the unit, placed the FRED on the rear of the train, and began moving back toward the tower as the rear of the train faded in the distance. The operator lined the cross over from westbound No. 1 to eastbound No. 2 track. The SD-50 came roaring past on their way home. The whole operation took

about 15 minutes and the quiet of the mountain area took over again. We visited the operator again, took some inside shots and left to pursue the helper and other towers further east.

The January issue of the *BULL SHEET* reports that the tower closed on December 29 at 5 PM. The operators were to stay until January 3 to continue performing clerical calling functions.

During our visit the operator indicated the rumor was out that the tower may close, but a date had not been set yet. Thank goodness we decided to make the trip along the former B&O line as another piece of railroad history is gone. We knew that the next time we were in this area many of the towers would be gone. But little did we know that our lunch at a tower at the "Summit of the Alleghenies" was our last.

OPPOSITION to UP-SP MERGER RISES

Conrail Demands That SP Sell Its Cotton Belt Line

By David L. Sparkman
Associate Editor of
TRANSPORTATION TOPICS via
RUN-8 Hypertext Railroad
Newsletter, <http://www.en.com/users/brianr/>

Rising opposition is threatening to derail the proposed merger of Union Pacific Corp. and Southern Pacific Corp. UP Chief Executive Officer Drew Lewis recently said UP will back away from the merger if Conrail succeeds in acquiring a section of SP's southeastern routes called the Cotton Belt.

Conrail said it will continue to challenge the UP-SP merger unless it can acquire the route. Conrail has filed notice of its formal opposition

with the Surface Transportation Board, successor to the Interstate Commerce Commission, which must approve the merger.

Conrail's goal is to extend its 11,700 mile system — which now terminates in Chicago and St. Louis — by 2,500 miles to New Orleans, Dallas, Houston, and El Paso, Texas. It would be Conrail's first expansion in two decades and would connect its system in the Northeast to the petrochemical industry on the Gulf Coast and major rail gateways to Mexico. The Cotton Belt serves 80% of the nation's petrochemical producers.

UP countered the Conrail move by agreeing to grant the Illinois Central Railroad first crack at SP's Memphis-to-Texas routes if the board decides to impose additional conditions on the merger.

UP already has agreed to provide 3,800 miles of trackage rights to Burlington Northern Santa Fe in exchange for BNSF dropping its opposition. UP withdrew opposition to last year's BNSF merger after obtaining a similar grant of trackage rights.

Shipper and labor groups also have notified the STB that they will oppose the merger unless certain protective conditions are adopted. Executives of Conrail and Kansas City Southern Railway Company called on petrochemical shippers to oppose the merger at a Feb. 7 industry meeting in Houston. If approved, the merger will leave only two railroads serving the West, a situation the Conrail and Kansas City Southern executives termed a "duopoly."

"Mergers that reduce competition are generally those in which the merging carriers have a lot of parallel lines and both already serve the same markets," said Conrail President David LeVan. Michael Haverty, chief executive of Kansas City Southern, compared the situation to only two airlines serving one city. "Would they effectively com-

pete against each other from a price and service standpoint?"

But SP Vice Chairman Robert Starzel called duopoly, "a meaningless buzzword" and said the merger must not be delayed. "You don't want to let things run down."

Conrail

In October 1995 Conrail moved a record amount of coal. A total of 3,352,789 tons, or 33,484 carloads, were shipped from their Ellsworth branch, which is off the Mon Line and the ex-MGA territory. Consolidated Coal, one of Conrail's customers, recently complimented the railroad on their service. Consolidated rated their service slightly better than Norfolk Southern and significantly better than the Union Pacific or CSX.

Conrail continues to close towers on their system. On September 26 Burham Tower, located on the southeast side of Chicago, was closed. In October the Englewood Tower, where the Chicago Line crossed the Metra ex-Rock Island line, was closed. Early in 1996 they plan to close Bend Tower at South Bend, Indiana. At this location the GTW will parallel Conrail and cross through a series of cross overs (similar to Springfield). In Detroit work is in progress to close Beaubien Street Tower. Located near the GM building, this is the location where Conrail crosses the GTW.

Via The Mainline of Cleveland

Conrail has made the move to place the Bera, Ohio to Erie, Pa. main line under the Dearborn Division. The section from Erie to Buffalo, NY has been transferred to the Albany Division. This is a part of the realignment after the closing of the Harrisburg Division. In April, about 3000 management employees will be offered a buyout. There will be many changes in all areas of Conrail as it tries to slim down. After all, NS said to lose "weight".

Louisville and Indiana Railroad

The Louisville Indiana Railroad Company has painted their first locomotive. The color scheme is grey with a red stripe and a Red Keystone symbol (they use the former Penn Central Rail line from Louisville to Indianapolis). The LIRC is also not on friendly terms with CSX. It seems as the LIRC has taken business away from the Colgate-Palmolive company in Jeffersonville.

The Neiman-Marcus train was a big success here in Louisville a few weeks ago. They used the CSX line to get here from Nashville and to leave here to go to Cincinnati. However they parked on the P&L siding in South-West.

Louisville.

The tenth street rail bridge (overpass) in Jeffersonville, Indiana, former property of the Big Four is set to be taken down and sold for scrap soon. A group in Indiana is looking to buy the rail line on the old ammunition plant in Jeffersonville. The group is having a problem dealing with CSX to get trackage to the LIRC. Anyone knowing of an old agreement between the Big Four and B&O in the Jeffersonville, Clark County area please reply.

That's all the news from the Louisville area.

George, From Louisville

UNION PACIFIC/ SOUTHERN PACIFIC MERGER OF SHOPS

Any merger, as we have seen in the past, will effect all operations, as well as employees, we could fill many pages here, as to the effects we will see in the months and years

BNSF To Close Galesburg Shop

The Burlington Northern Santa Fe has announced that they will move their truck rebuilding and repair shop from Galesburg, Illinois to Burlington, Iowa. This will result in the shifting of about 50 jobs from the Galesburg area. The railroad also announced that they will close their maintenance facilities in Galesburg, Denver and Springfield, Missouri.

The company decided to close the facilities after examining "current and future traffic patterns" at all 14 of the company's shops. The fueling tracks at Galesburg and Denver will remain in place. The 10 locomotive that have been serviced in Galesburg will be assigned to the railroad's facility in Cicero.

coming. To predict of "what's coming" would be the same as to predict what the weather will be like , in June or August.

In the interest of railfans, let's focus on Shop Plans ,as UP/SP is predicting at this time.

On merger day, UP and SP will operate with about 6,500 locomotives and 140,000 freight cars.

To keep this freight equipment running at peak efficiency, maintenance locations will be realigned to serve the merged route structure and equipment-operating strategies. These changes will affect several locomotive and car shops, including those in the list below.

The combined fleet will include nearly 400 locomotives with less than a year's service. Also, it would include 2,000 units with 20 plus years of service.

At the three system car shops, it is anticipated that UP would rebuild more than 2,500 cars annually, says Neil Vargason, chief mechanical officer of cars.

Via Steam News



Layout Progress

Bob, Rick, Doug and Doug have been making progress on the layout at Rossville. Each Sunday the Bob and Rick "show" have been braving the cold to get the yard back into service.

The new yard panel is in place, 13 new turnout machines have been installed and are working with most of the panel lights are now in place. Next will be the wiring of the track through the turnouts and building a new engine terminal panel. Come join us and help get the railroad running again.

T P & W To Galesburg

As part of the BNSF merger agreement, the Toledo, Peoria and Western began running from Peoria to Galesburg, Illinois in early February. The train arrives in town and leaves their 20-30 car train at the 4th street bridge. Return cars are picked up and they return to Peoria. So far the runs have been in the morning hours with arrival in Galesburg around 10:00 AM. The railroad uses the BN line from Peoria and now handles some of the switching in the Peoria area that the BN used to do. Two units are used on the train.

Via the NorthWestern Illinois Chapter

Dues Due

Did you enjoy reading this issue of the DANVILLE FLYER? If so, and you haven't paid your 1996 dues ,this will be the last one you will read.

Sorry to lose you.

Shops Plan

<i>Shop</i>	<i>Proposed Change</i>
<i>SP Denver Burham Locomotive Shop</i>	<i>Focus on GE fleet heavy-duty repairs</i>
<i>UP North Little Rock, Jenks Locomotive Shops</i>	<i>Operate at full capacity with focus on EMD locomotives</i>
<i>SP Sacramento Traction Motors and Wheels Shops</i>	<i>Move work to Denver Burham Shop</i>
<i>SP Kansas City Locomotive Shop</i>	<i>Transfer work to El Paso Shop</i>
<i>SP Houston Locomotive Shop</i>	<i>Transfer work to El Paso, North Little Rock and Settegast</i>
<i>SP West Colton, California, Locomotive Shop</i>	<i>New \$21 million running repair facility to be built within 3 years</i>
<i>UP Stockton Locomotive Shop</i>	<i>Move work to Roseville, California.</i>
<i>SP Denver and Pine Bluff Car Shops</i>	<i>Move work to Pocatello and DeSoto Shops</i>
<i>Duplicate One-Spot Car Shops in Salt Lake City, Denver and El Paso</i>	<i>Consolidate work in SP yards</i>
<i>Duplicate One-Spot Car Shops in Kansas City, New Orleans and Portland</i>	<i>Consolidate work at UP yards</i>
<i>UP Pocatello Maintenance of Way Equipment Repair Shop</i>	<i>Transfer work to a newer SP shop in Denver</i>
<i>UP Fort Worth Maintenance of Way Equipment Repair Shop</i>	<i>Continue light-repair work, but heavy repairs would go to SP's new Denver shop</i>