

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

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

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Our 26th Year

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Association of Illinois Museums and Historical Societies

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COMING EVENTS

May 19, 1994

Regular monthly meeting at the Palmer National Bank in downtown Danville, corner of Vermilion and Main streets, 7:30 PM.

May 21/22, 1994

Work session at Rossville - weekend to get ready for opening day.

May 28-30, 1994

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

June 20-26, 1994

NRHS Annual Convention, Atlanta, GA.

August 6 & 7, 1994

Chicago Chapter, NRHS sponsors #611 to Ft. Wayne on the 6th and Argos on the 7th.

October 22 & 23, 1994

Chicago Rail Association sponsored trip on the EJ&E. Contact them at PO Box 53, Oak Park, IL.

NEXT MEETING

The May 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 work sessions at Rossville with plans to complete the train order signal. We need to get the museum cleaned up

and ready for the opening. The layout is almost ready for operation. Only one more meeting this summer. Remember, we don't meet in July or August.

We need volunteers each weekend this summer. Bill Pearson is now mowing the yard much to our delight. The museum will be open from noon to 4 PM each weekend day and your help would be appreciated. Advertising the museum more important than ever this year. CSXT has indicated they will be raising our rent this fall an extra \$130. This may seem small but is about the summers income. See you at the work session and if you can't make it, try to come at least one weekend this summer.

MEETING MINUTES - APRIL 21, 1994

PALMER BANK

Meeting opened at 7:30 P.M. President Larry Prosser presiding. Secretary's report read and approved. Treasurer's report read and approved.

OLD BUSINESS

The new sign for the depot museum and post for same has been ordered by the Village of Rossville. It is being made with other highway signs, and there is no word on when it will be done. Jess Bennett will ask the Merchant's Association about placing a small hang-on sign for the museum on their big sign at the south edge of town... Dave Sherrill has the new brochures for museum and they are paid for. Should be a two year supply... The Chapter made \$310 in sales at the Urbana show back in March.

NEW BUSINESS

Doug reported on Rick Schroeder's behalf that CSX has been in contact with him and that the rent for the depot will be raised from \$365 to \$500 per year effective with our renewal in November. Due to Rick's letter writing last year, we averted a raise to over \$600, but it seems we will not be able to get out of this one... On a related matter, Allen Cooke reports that the Vermilion County Conservation District has bought the old NYC depot from Westville, and will be moving to Kennekuk Cove County Park. We have option of displays in one room or more. If things really got bad with CSX, we could have the whole building. It will be nice to have this contingency, and would be wise to have a "bugout" plan for Rossville. Allen will do a study on how the new rent will affect our budget.

GOOD OF THE ORDER

KBSR washed out and road closed at Newell due to recent heavy rains. Water was up to third shelf on relay

case at crossing, which is 20" above railhead!... Same flooding nearly cost CSX a bridge over the Vermilion River at Cayuga, IN. Water nearly washed out the fill behind the headwall.

Meeting adjourned at 8:10 P.M. There was no program, but Steve Ridge entertained us with stories of his early railroad career.

Doug

MK, ATSF SIGN LOCOMOTIVE MAINTENANCE AGREEMENT

Morrison Knudsen Corp. and Santa Fe have signed an agreement calling for MK to overhaul and maintain 278 Santa Fe locomotives over the next twelve years.

"Our agreement with MK helps Santa Fe develop a higher quality, more reliable fleet of locomotives that will enable us to provide customers with service that meets their expectations," said Robert D. Krebs, Santa Fe Pacific Corp. chairman.

William J. Agee, MK chairman and CEO, called the agreement "a milestone for MK. It is the first time MK has been selected for a long-term maintenance contract from a Class I railroad."

Work will begin this year with 48 locomotives to be overhauled by MK at its locomotive operations facility here. MK will then continue to overhaul approximately 50 locomotives per year until the 278 Santa Fe locomotives are completed. The maintenance work will be performed by Santa Fe personnel and managed by MK on a "power-by-the-mile" basis utilizing a portion of Santa Fe's modern locomotive maintenance facility at Barstow, Calif. MK will also manage minor repairs at Santa Fe's Argentine Yard maintenance facility in Kansas City, KS.

TRIPLE CROWN EXPANDS

Triple Crown, owned jointly by Norfolk Southern and Conrail, is planing to spend \$50 million on the purchase of 1,770 new trailers to support planned expansion into Florida and Texas. Triple Crown is looking to expand into the Dallas-Ft. Worth and Houston markets along with Miami this spring.

Union Pacific, who dropped the roadrailer service a few years ago, is the leading candidate to operate the service. However, Burlington Northern and Southern Pacific are also being considered. Miami service will be expanded through joint operation with the Florida East Coast.

Over the past year the service, especially since Conrail came onboard, has expanded to the point where most trains are running the 75 trailer maximum and many run second sections. This summer, when signal work is complete, the new intermodal facility in Kansas City will be fully operational and another train is planned for the Kansas City to Ft. Wayne corridor.

During the week ending March 5, 1995, Triple Crown moved 3,387 trailers compared to 2,689 in 1993. Not bad.

WC MOVES INTERMODAL TO IC FACILITY

Wisconsin Central has moved its Chicago intermodal operations to the Illinois central intermodal terminal at Harvey.

The IC terminal, completed in November 1992, is a 4-track, 32-acre facility located south of Chicago near Interstate 294. The terminal can accommodate 98 rail cars and hold up to 700 containers or trailers. Cranes have top-pick capabil-

ity to speed handling.

Tom Foster, WC assistant vice president-intermodal, said, "The IC facility will help us offer customers a higher level of service with ample parking and convenient access to major interstate highways. Another plus," he said, "is that both WC and IC use Transportation Control System (TCS)," a sophisticated computer system leased from UP Technologies.

IC Vice President-intermodal Howard L. Vaughters noted that "sharing this facility allows a seamless service across both carriers' systems."

Last year IC handled more than 87,000 intermodal units while WC and its Fox Valley & Western affiliate handled more than 30,000.

Via Rail News Update

The following article was prepared for the recent inspection train that traveled through Springfield on March 30. Frank Skelton is the General Yardmaster in Springfield and prepared the article to be included in the book that each executive is given describing the line they are traversing.

THE SPRINGFIELD RAILROAD RELOCATION PROJECT

By Frank Skelton

The Capital City Railroad Relocation Authority was created in 1967 to devise plans to alleviate the traffic hazards and congestion from the maze of railroad lines that crisscrossed Springfield.

The project is known as The Springfield Railroad Relocation Project.

This program has gone through many changes over the past 26 years. It has been downsized from the original intent of constructing a common corridor for all of the roads

that served Springfield, at the time of the Authorities beginning to what is being constructed now.

Originally it was visioned to construct a corridor that ran south and east of the city limits and create a common yard for all of the railroads, which at that time were, the NW, GM&O, IC, ITC, B&O, and C&IM. All the main lines were to be eliminated from inside the city, leaving industry leads to the customers.

Some of the things that changed the original plans were the B&O abandoning its route into this area, the ITC being purchased by the NW, and all of its facilities were abandoned. The IC and GM&O merging to form the ICG, and the changes in their operation and physical layout, after the merger. Some other problems were the constantly changing political climate and the politicians willingness to support funding for the project. The Authority was within a few weeks of being scrapped in 1983 due to lack of funding. But, just in time, new life was given the Authority. In 1985 things really began to happen, the ball began to roll and the Authority was alive and well. Much of this new life can be attributed to the support of United States Congressman Richard L. Durbin of Springfield.

Construction of alternative 2, southwest usable segment No. 3 began in 1992. The project was separated into 2 segments, namely the west segment, and east segment.

The project is under the direction of IDOT, Illinois Department of Transportation, with the funding coming mostly from the Federal Government and the State of Illinois paying the rest. Total cost for the project is put at 30 million dollars.

Mr. Mike Garcia, Chief of Railroad Engineering, IDOT Bureau of Railroads, is in charge of the project for the State of Illinois.

The engineering design firm is

Hanson Engineers, Incorporated of Springfield, IL.

West segment construction for grading, etc. was let to Freesen Brothers Construction, of Bluffs, IL. Railroad Construction is being done by F.E. Widman Construction of Godfrey, IL and Railroad Services of Lakeville, MN.

East segment construction for grading, etc. was let to Calhoun County Construction of Hardin, IL. Railroad construction is being done by Swanson Construction of Worth, Illinois.

D. C. Orrison, Assistant Chief Engineer, Special Projects is the project overseer, for the NS.

Richard M. Schroeder of WVP Corporation, of Decatur, IL is the on site consulting engineer for the NS.

F. C. Skelton, NS Agent/General Yardmaster, Springfield is Transportation Coordinator, for movement of material, and work trains to and from the project over SP trackage. A temporary detour agreement covering NS's use of SPCSL' track was executed on May 1, 1993.

All signal and electrical work for the project will be constructed by the NS signal department.

The west segment grading began in May of 1992, and actual construction of the railroad, began in May 1993. The west segment is 3.7 miles in length.

The east segment grading began in May 1993, and actual railroad construction is slated to begin in the spring of 1994. The east segment is 1.8 miles in length.

The total project will have approximately 12 miles of new railroad constructed. The main line length for the NS will be 5.5 miles, and NS will also have a 1.5 mile passing track. The 5.5 miles of main will add 1 mile to now existing length.

The railroads that will be effected

by the project are:

- NS - Norfolk Southern
- IC - Illinois Central
- GWWR- Gateway Western Railroad
- SPCSL- Southern Pacific Chicago St. Louis
- NRPC - Amtrak

All will operate over all or part of the project, which includes NS main and pass, SP main, and industrial tracks.

Ownership of all the new tracks constructed will be by the NS with the exception of the SP main (South Track) between Iles and Hazel Dell, and the industry lead and storage for Midstate Warehouse. Midstate Warehouse will be switched by all but the NS.

The movements will be controlled by the NS Springfield District Dispatcher, located in Decatur, the authority for movement will be traffic control. The NS dispatcher will have the SP radio channel. Amtrak, IC, and GWWR will also use SP channel. The NS dispatcher will have the choice to use all 3 tracks (NS main and pass, or SP main) to route the traffic over the project. All crossover switches will be power, IC and GWWR movements from their railroads to the NS will be by direct contact with the NS dispatcher. Movements of SP and Amtrak, will be a request for a route transmitted by the SP dispatcher, located in Denver, CO. This request will show up on the NS dispatchers board in Decatur.

Maintenance of the trackage will be the responsibility of the NS for all except the SP main and power switch at IC JCT to the IC, NS will maintain all the rest of the power switches.

Signal Maintenance will be by the NS.

NORFOLK SOUTHERN

From just east of Iles Tower interlocker, mp 416.2, the new main and pass will run south along the present SP trackage for approximately 1.8 miles and then will turn back west just north of Hazel Dell Road at Interstate 36, and run west for 3.7 until again connecting back to the now existing NS main at mp 420.7. Four road crossings from existing NS trackage will be immediately eliminated. Namely-Highland Avenue, McArthur Blvd., Park Avenue, and Cockrell Lane. All have gates and flashers, with the exception of Cockrell Lane which has flashers only. Two road crossings will be added to NS route, Iles Avenue and West Grand Avenue. It should be noted that Iles Avenue will be eliminated with the construction of Stanford Overpass, which will be approximately 1/2 mile south of Iles Avenue.

SOUTHERN PACIFIC AND AMTRAK

Will run between Iles Tower and Hazel Dell, via any of the 3 tracks and then routed back to SP trackage at Hazel Dell.

ILLINOIS CENTRAL

Will come off their trackage at the power switch at IC JCT and use any of the 3 tracks and crossovers to switch Midstate Warehouse and then run on the NS to KC JCT at Veterans Parkway and then will have trackage rights on GWWR to Curran, (Cockrell to them).

GATEWAY WESTERN RAILROAD

The airline district, which was the Gateways route into Springfield has been eliminated by the routing of the project. This airline was owned by the SP all the way to Cockrell, where GWWR ownership began. In order for the GWWR to reach Springfield, they will now come onto the NS at the power switch at KC JCT. Located at Veterans

Parkway and then will be routed either to the IC at IC JCT or to the SP at Iles, whichever they choose.

This project will eliminate the interlocker at Iles Tower, and the four NS operator positions now working Iles Tower. These jobs will be abolished prior to final cut over.

Part of the west segment began operation on December 9, 1993, when the first GWWR train ran from KC JCT to a temporary switch to the SP just south of Midstate Warehouse. This portion of the project is being operated by the SP through an operating agreement with the State of Illinois, until final cutover, at which time NS takes over ownership and operation.

Final cutover has been slated for July 1, 1994, but may be as late as November 1, 1994.

RELOCATION PROJECTS

Lafayette, Indiana

The cutover of CSX is still on schedule for the middle of July of this year. The contractor is progressing on the subgrade work and the rail arrived the last week of April. CSXT will construct the temporary trackwork near Lafayette Junction that will allow construction of the new mainline. Turnouts to be installed at Smith Street will be furnished by NS. NS will install one turnout in the existing Muncie District track at Smith Street to serve the KB&S. NS will go through two turnouts to pickup and deliver cars. The dispatcher in Decatur will control the interlocking with the normal priority being for CSXT.

Bids were recently let for the construction of the depot complex. This work will start in May or June and by next year will see the depot moved about 3 blocks to the new resting place north of the route 26 bridges. Prior to construction of the

depot complex, and after moving CSXT from Fifth Street to the new corridor, Amtrak will have a boarding area just south of the present depot site. A paved area and shelter will be build just north of the Wabash Avenue underpass.

In related work, the new bridges over Wabash Avenue and Ninth Street will be bid soon. These bridges and related work will be completed by 1995, about 2 years before track construction.

Springfield, Illinois

Iles Tower is ready for closing and by June 10 the interlocking will be transferred to the Decatur dispatcher. A delay in getting the board in Decatur programmed has caused the 30 day delay.

Work is progressing on the new Iles interlocking about 800 feet south of Iles Avenue. Much of the turnout work is complete on the 5 - #20 turnouts in the area. The signal department will begin installation of some foundations in this area within the next 30 days.

South of the former SP "Airline" the contractor is completing the subgrade and has started to lay pre-ballast. Trackwork will begin soon. The Midstates Warehouse is scheduled to close from June 15 to August 1 to allow construction of the new unloading area and all trackwork. The SP will install 5 new turnouts in the area and NS signal crews will be busy getting the interlocking ready.

The west end of the project is nearly complete with final surfacing now in progress. The signal department has installed crossing protection at West Grand and Cockrell Lane. Some other work is in progress and the segment should be completed by the middle of June. It appears that the mainline of both railroads will be cutover by August 15, according to the contractor. Much work remains and that date is in question at this time.

Rick

UP BECOMES 4TH RAILROAD TO MAKE AC COMMITMENT

Union Pacific has announced a four-year, \$300 million agreement with General Electric to buy a minimum of 140 of GE's high technology alternating current (AC) locomotives beginning in 1995.

The GE 4,400 horsepower AC model locomotives will be built so that they can be converted later to deliver 6,000 horsepower, when that technology is available from GE.

Traditionally, diesel-electric locomotives are powered by a diesel engine, turning a generator that provides electrical power to direct current (DC) motors on each wheel. AC model locomotives use AC motors, which provide greater pulling effort, thus reducing the number of locomotives needed to pull a train. They are also thought to require less maintenance because they have fewer parts.

The locomotives will feature the "comfort cabs", pioneered and introduced by UP in 1989. Comfort cabs have more room for a better work environment, improved control panel and numerous safety and health features, including improved collision protection, soundproofing and filtration of outside air before it enters the central air conditioning and heating system.

The AC traction locomotives will also have technological improvements in the comfort cabs such as integrated control panels, similar to those in modern aircraft.

With this purchase, UP becomes the fourth major railroad in recent months to invest heavily in AC traction. Last year, Burlington Northern agreed to buy 350 AC locomotives from General Motors Locomotive Group. Since then, CSX Transportation has announced plans to buy 250 AC units from GE and Conrail said it would buy a total of 25 units, most from GMLG. The total value of the orders exceeds \$1.5 billion.

Via Rail News Update

ST. LOUIS STEAM TRAIN ASSOCIATION

1522 underwent its annual Rite of Spring on Saturday, April 16, when the hydrostatic test of the boiler was performed. During a "hydro", the boiler is pumped full of water to a pressure equal to 125% of the boiler's normal maximum working pressure. The boiler and appurtenances were checked for leaks, and Wellie Lazier climbed into the firebox and hammered the ends of each of the hundreds of staybolts to check for any which were broken. None were found, attesting to the "boiler friendly" operating practices followed by SLSTA crews.

Tool car Black Gold received its final inspection following its 40 year overhaul according to Amtrak mechanical specs. Amtrak inspector Mike Ponicki of Chicago checked the car thoroughly on March 21. He found only a couple of minor problems, which were quickly corrected. Overall, Mike was very complimentary of the work performed by SLSTA personnel. A one-tone electric jib crane was donated and will be installed on the car. The crane will be mounted to the floor near one of the baggage doors. It will facilitate loading heavy objects, such as oil drums.

New fuel tanks for the generator of crew car Firefly have been procured and are being installed under the

car. SLSTA is contemplating the difficulties of operating on Norfolk Southern during the NRHS convention in Atlanta. NS will not permit non-Tuscan Red cars to run in their train, so the problems regarding what tools and equipment to take along past Birmingham (end of the Burlington Northern portion of the Peach Blossom Special route) must be resolved.

Via The Gateway Railletter

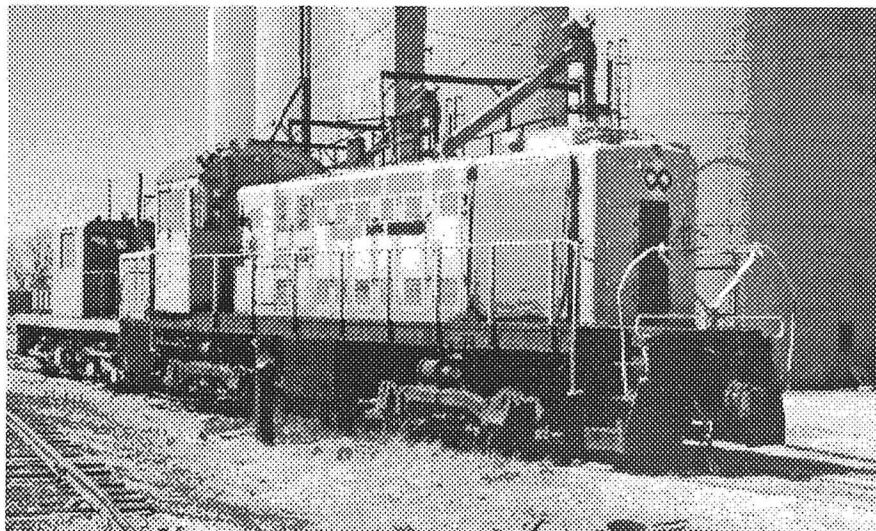
FROM THE RUMOR MILL:

CSX is reported to be considering double-tracking parts of the C&ED Subdivision between Evansville and Woodland Jct. Traffic is so heavy now that maintenance of way forces can hardly get any time to work or move machinery. Some piggyback trains have been seen running on the UP. According to CSX sources, this was being done to allow a surfacing gang to work.

The first section being looked at for double would be Evansville to Vincennes. This portion sees all the Chicago traffic plus the St. Louis trains like Q554. Beyond that, there might be siding extensions to create short sections of double track. It's obvious that something is needed, especially if an Amtrak route is to ever be established from Chicago to Florida. Wouldn't it be something, if after the C&EI took out their double track, that CSX might put it back in? Stay tuned.

UNION STATION CENTENNIAL EVENTS SCHEDULED

Here is an updated list of equipment displays related to the Centennial celebration at St. Louis Union Station. All events are on Saturdays and Sundays except as noted, and



Henning, Illinois - An Alco was added to the roster last fall and then about 2 months later the elevator went bankrupt. The government has assumed control and the last of the grain is being shipped out. Photo by Rick Schroeder.

are open from 10:00 AM to 5:00 PM:

June 11-12 Frisco 1522 on display under steam. A second locomotive may also be displayed.

July 9-10 Historic heavyweight passenger cars Dover Harbor and Gadsby Tavern will be displayed.

September 3-4-5 (Labor Day) Union Pacific City of St. Louis on display, featuring UP's rebuilt E-units and cars from UP's excursion and business fleet.

All of this equipment is known to have operated into Union Station, or is similar to equipment that operated into Union Station, on a regular basis.

As part of the celebration, the Chapter has agreed to help the Station with staffing the displays to provide crowd control, ticket sales, answering questions, etc.

Via The Gateway Railletter

TRUCKING COMPANIES WANT PIECE OF RAILROAD GROWTH

Consigned to the railyard of history since the arrival of airlines and freeways, railroads are growing again and have become the envy of trucking companies that once threatened to put them out of business.

A key issue in the Teamsters truck strike that started this week is a demand by the trucking companies to move more freight "piggyback" on trains. Trucking companies willing to take a debilitating strike for the privilege of riding the rails reflects what's now known as a second golden age of railroading.

Much of the rebirth has been invisible to consumers, but railroads are talking about hiring and planning for growth after years of cutting jobs and retrenching. Traffic is rising and railroads are buying new locomotives.

Intermodal piggyback service, which

combines truck and rail shipments by putting truck trailers on flat-bed rail cars to give customers door-to-door service, has represented nearly all the new business.

While trucks have been riding on the backs of rail cars for decades, only in recent years have the railroads' on-time performance become reliable enough to attract increasing numbers of customers.

Union Pacific, the country's second-largest railroad, uses its Overnight truck subsidiary to pick up axles in Detroit and drive them to Chicago. Trailers are loaded onto Union Pacific trains and taken to Mexico City where they are unloaded and hooked up to trucks that take them to an auto assembly plant outside Mexico City.

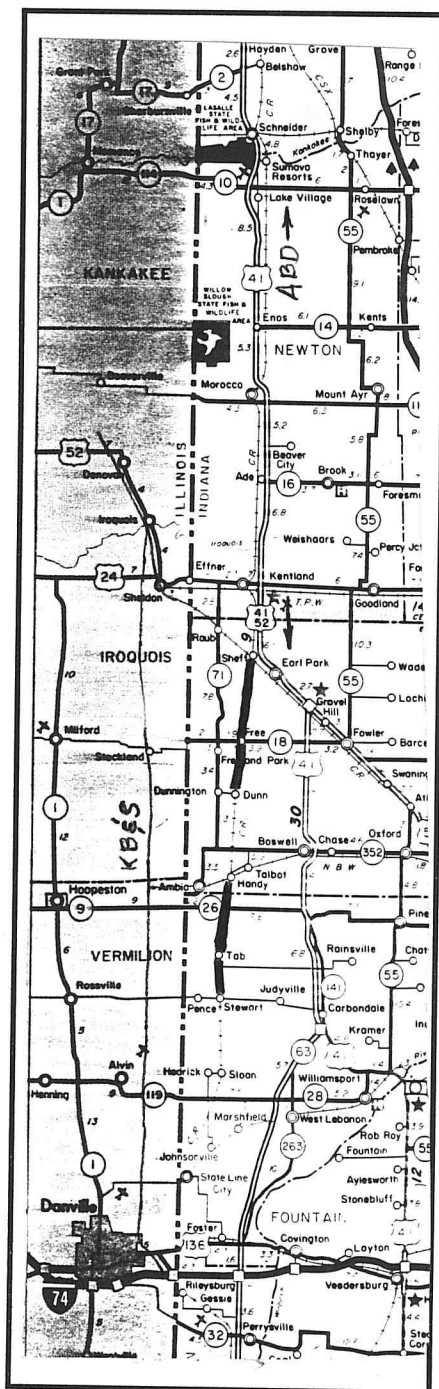
Not only does the practice save costs of driving the trucks 2,400 miles, it allows the company to promise customers seamless service.

The railroads say intermodal traffic has been rising sharply in recent years - up about 7 percent in 1993 and nearly 10 percent so far this year, faster than the growth in the overall economy.

And much of that growth has come at the expense of trucking companies that have been struggling with shortage of drivers, higher insurance costs and federal limits on the size of their trailers.

An intermodal train can carry 140 trailers from Chicago to Los Angeles using a crew of 20 and about a third of the fuel that 140 trucks would use, said Tony Hatch, surface transportation analyst at Paine Webber Inc. New stackable containers can double the number of trailers hauled with only a small increase in overhead.

Much of the change and new entrepreneurial spirit in the business has been driven by the deregulation of the railroad industry in 1980, analysts said.



ABANDONMENTS

Norfolk Southern

During the last week of April, after unloading new rail at Springfield, Norfolk Southern moved the rail train to the Coffeen branch of the former NKP. The rail had been removed several years back from Cowden to Neoga. East of Neoga the former NKP line is operated by a

shortline and the portion west of Cowden was operated by NS.

NS had hoped to abandon the line from Cowden to the power plant at Coffeen at the same time, but was not allowed to do so. Now the track is gone. This leaves the tower at Ramsey, now a museum, with no trackage except for a portion with a caboose.

Conrail

Over the past three years Conrail has had the "Danville Cluster" for sale. Recently they made the decision to retain the lines (no buyer at the price they wanted) except for the Danville to Schneider line of the former NYC. During the last few months several protest letters were submitted to the ICC. This process has apparently forced the railroad to negotiate with several elevators along the line to sell portions of the railroad to maintain service.

In our area the Stewart Grain Co. is planning to purchase the 8 miles from Stewart (east of Rossville) to Handy for connection with the KB&S (ex-NKP). They will own the line and the shortline will operate.

From Dunn north through Free the two elevators in those small towns will purchase about 10 miles of line to gain access to the KB&S at Sheff.

SPANISH TALGO TRAIN PAYS TWO VISITS TO 30TH STREET

An unheralded visitor from Spain came to Philadelphia last month, much to the surprise of most area railfans. The Talgo Pendular 200, a low-slung, 12-car train built for RENFE, the Spanish national rail system, made a test run from Washington to Philadelphia and return on Saturday, March 19, behind Amtrak AEM-7's #914 and 947, arriving 30th Street Station at 12

Noon. The same train then made a "VIP" round-trip on Monday, March 21 behind the same two AEM-7's, followed by a reception in Washington Union Station.

Through the courtesy of Amtrak, Member Les Dena rode the south-bound trip on the 21st, which departed 30th Street at 10:45 AM. Because of the train's inability to utilize high-level platforms, the train was loaded from track #1 at 30th Street. Departure from Wilmington (track #1) was at 11:14 AM, from Baltimore (track #3) at 12:11 PM and arrival at Washington 12:50 PM. Maximum permitted speed was 110 mph, the train's unique suspension system having been tested previously in the U.S.

This is Les's report:

"The ride was smooth and the noise level quite low. There was noticeable rocking through some interlockings, particularly during crossover moves, but little or none through others; this may reflect more on the track than the equipment. Standing while the train was in motion was quite easy. Four TV sets were mounted in the ceiling of each car."

"The consist (north to south) was as follows:

Power car (called "service car") for HEP, 4 first-class cars (26 seats - 2 and 1), 1 diner (30 seats at ten tables (4 and 2), 1 bar car (ten bar stools plus two tables, each seating four), 1 handicapped first-class (14 seats - 2 and 1 - plus handicapped restroom and space for wheelchair), 3 first-class cars (26 seats - 2 and 1), Power car"

"The reception, sponsored by Renfe Talgo of America, Inc., was in the departure lounge at Gates B-C-D. The Spanish ambassador introduced the RENFE present, the Spanish minister of railways and secretary of state for industry. The U.S. was represented by Secretary of Transportation Federico Pena and

FRA Administrator Jolene Molitoris, with a strong presence from the Washington State Congressional delegation. The Spanish representative strongly emphasized the advantages of Talgo for non-electrified, non-high-speed track and expressed the hope that the Talgo would be widely adopted for use here. A selection of Spanish wines were served at the reception."

The following day (March 22), the train was to begin a ferry trip from Washington to Seattle, WA, where it will operate in demonstration service as Amtrak trains 793-792 between Seattle and Portland, OR. The demonstration will extend from April 1 to October 1.

The Talgo was unloaded from a ship March 12 at Dundalk Marine Terminal, Baltimore, and is expected to depart through the same port in October. Its only Amtrak identification is a red, white and blue stripe along the car sides, with small Amtrak logos. It is understood, however, the Renfe Talgo and the State of Washington are bearing all costs of the U.S. tour.

Via Cinders

CANADIAN RAILWAYS WARN SHIPPERS THAT MERGER MAY NOT SATISFY ALL

The top executives of CN North America and CP Rail System bluntly warned Canadian shippers not to expect all competition concerns to be addressed should current negotiations for merging their eastern rail networks prove successful. "Either we cut our losses or stop investing, which means the quality of service will go down," said Paul Tellier, president and chief executive officer of CN North America.

I. B. Scott, chairman and chief ex-

ecutive officer of CP Rail System, said that "the consequences for shippers are significant if the railways don't get it (restructuring) right."

Tough choices lay ahead and some lines must disappear for Canada's two major railways to regain financial viability and match the traffic density of U.S. carriers, the railway executives agreed.

In answer to a question from a shipper, Mr. Scott dismissed the possibility that a merged, stand alone entity would grant a rate freeze to shippers. He said, "There are limits to the costs we can get out of the system to offer shippers service."

The two railways are negotiating to merge their networks east of Winnipeg, Manitoba. This includes U.S. operations to New York, Philadelphia and Chicago under their ownership as well as the Montreal-Toronto-Halifax corridor. Mr. Tellier said that "hopefully some time this spring" the two sides will arrive at a preliminary agreement.

Mr. Scott suggested that actual implementation could not occur before 1996 because of the required regulator procedures - unless the federal government decided to accelerate the process.

In Canada, the two railways have a combined trackage of about 28,000 miles. CP Rail's assets in the United States include the Soo Line Railroad of Minneapolis and the Delaware & Hudson Railway of Albany, N.Y. For its part, CN North America's main U.S. subsidiaries are the Grand Trunk Western Railroad and the Duluth, Winnipeg and Pacific Railway.

Battered by declining freight volumes as the trucking sector has grabbed the biggest market share in recent years, CN and CP Rail lost a combined US\$1 billion (C\$1.3 billion) in 1992. Partial results in 1993 were showing some improvement.

The heavy-haul western networks are earning profits and are not part of the negotiations. Analysts estimate that CN and CP Rail are losing close to 50 cents (Can.) for each dollar earned on their eastern networks.

Mr. Scott states that its Soo Line assets are not on the negotiating table.

Part of the negotiations are two large railway tunnel undertakings on the U.S.-Canada border.

CN last year began the construction of a C\$190 million double-stack tunnel between Port Huron, Michigan, and Sarnia, Ontario. It is scheduled for completion in late 1994. Similarly, with a view to enhancing gateways to the U.S. Midwest, CP Rail is upgrading a tunnel between Windsor and Detroit.

Via CBOT Transportation Newsletter

WHEEL

COMPUTERS AND RAILROADS - The first computer was installed on the Chesapeake and Ohio Railroad over 30 years ago this month in 1955, says the American Association of Railroads. Since then, railroads have become the third largest private sector to use of computers, behind only banking and the airline industry. Computers help railroads track more than 1 million freight cars that travel over 213,000 miles of road throughout the U.S., Canada and Mexico.

AAR APPLAUDS INTERMODAL TRAFFIC GAINS - Gains in intermodal traffic this year were labeled "absolutely astounding" by Harvey Levine, chief economist for the AAR. Intermodal traffic was up almost 9 percent through the first seven weeks of this year from a comparable period in 1993.

"We've had almost unending bad weather early this year, and we're coming off two consecutive years in which intermodal also registered

strong gains," Levine says. "Our continued sharp growth is a reflection of the fact that rail service has improved to the point where it is now making our competitors - the truckers - some of our best customers."

ILLINOIS DEPOTS - A new book is on the market, and one of the authors is one of our members. Andrew C. Koval and William F. Rapp have produced a new book entitled "Illinois Depots". The 43 page book consists of postcard views of 77 Illinois depots from 18 different railroads which operated prior to 1940. Many of the postcards illustrated are rare and will interest depot collectors and post card collectors alike. The book, which sells for \$12 plus \$1.50 P&H, is available from JB Publishing Co, 430 Ivy Ave, Crete, NE 68333.

CHICAGO Chapter NRHS will run two days of excursions on the Elgin, Joliet & Eastern ("The Chicago Outer Belt") on October 22-23, 1994. Write to the Chapter at P.O. Box 53, Oak Park, IL 60303.

LONGEST RUNAWAY CONSIST EVER? On Tuesday evening, December 21st 1993 a westbound Chicago Central empty coal hopper train was making a pickup of a couple of cars at Peosta, Iowa. When the crew returned to the spot where they had left the empty hoppers, all 104 of them were gone! They had rolled eastward for 13 miles to Wood interlocking on the south side of Dubuque, Iowa where they slammed into the side of a northbound CP Rail America train (#430) three cars behind the locomotives. The collision derailed 21 of the 104 Chicago Central hoppers and 5 loaded racks on the CPRA train. The affected lines were reopened on December 23rd. *Via Roanoke Chapter*

I.C. PILE DRIVER - A new piece of equipment has been added to the roster of the Monticello Railway Museum. DJC member Dennis

Sloan of Effingham has moved his Illinois Central steam powered pile driver to the museum. In 1991, during the NRHS convention in Huntington, Dennis told us of his plans to acquire the pile driver. Over the past two years he has been working on the equipment near his home. Last fall he moved the pile driver to Decatur only to have problems once he got to Norfolk Southern.

With equipment repaired to move to the museum the two pieces arrived this spring. Now the pile driver sits proudly on the display track north of the depot. Maybe Dennis will let us know his trials and tribulations of owning a pile driver. We already know about cabooses.

CARRIERS FORM CONTAINER POOL

Union Pacific, Norfolk Southern and Conrail are forming an advanced domestic container interchange system to be known as a equipment use partnership. EMP is scheduled to begin in September of this year.

EMP will administer an initial fleet of 3,000 new 48-foot containers with each railroad providing one-third of the fleet. Also included are chassis to support the terminals. Equipment delivery is expected by the fall of this year. EMP will use the country's first interline equipment reservation system, which can be accessed by customers through an easy-to-use personal computer link. The system will link customers, draymen and railroads, proving quick and accurate tracing of shipments.

