

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

PRESIDENT: Larry Prosser

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MEMBER: Illinois State Historical Society

Illinois Association of Museums

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COMING EVENTS

May 18, 1995

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

May 13 & 14, 1995

Monticello Railway Museum - Mothers Day special trains both days.

June 24 & 25, 1995

Railroad Days, Galesburg, IL. Swap Meet, layouts, Frisco #1522, slide shows.

June 27 to July 2, 1995

60th Anniversary NRHS convention, Lancaster, PA.

July 3, 1995

Monticello Railway Museum - Fireworks Special trains.

July 15, 1995

Logansport, IN Logansport Train Show and Swap Meet and Iron Horse Festival, Logansport Mall, 10-4.

August 19 & 20, 1995

Monticello Railway Museum - Caboose trains, the Chapter's

Wabash Caboose will operate.

September 16 & 17, 1995

Monticello Railway Museum - Railroad Days - Special trains, motor car rides, equipment displays.

NEXT MEETING

The next meeting will be held on Thursday, May 18, 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.

We have a new member for the museum. Steve Golseth, 220 Oak Hill Drive, Danville, IL is our latest



addition. Already Steve has been helpful in cleaning the north room at the museum. (Steve, the room hasn't been that clean in 15 years).

The program for the May meeting will be given by Rick Schroeder. Featured this month will be early shots of the C B & Q and BN along with slides of construction projects at Lafayette and Cleveland.

MEETING MINUTES - APRIL 20, 1995

PALMER BANK

Meeting opened at 7:32 P.M., President Larry Prosser presiding. Treasurer's report read by Bob McQuown and approved. Secretary's report was read, corrected by Doug Butzow, and approved as corrected. (Willow Springs rather than Willow Creek, in section of minutes regarding ATSF tour.)

OLD BUSINESS

C&EI Historical Society spring meet is this Saturday. Bob McQuown will handle Chapter sales at meet, and there will be several members at the museum to have it open... Ray Scarce, guest at our meeting last month, did indeed get our information in his newsletter. In a related matter, the Progressive Merchant's Association meeting on May 9 will be open to our group and others to get coordinated about special events. Looking at 1st or 2nd weekend in August to highlight our museum. Bill Pearson and Jess Bennett will be our point men on this... Dave Sherrill went to the recent IT Historical Society Meet here in Danville; 15 or so tables, good models and great program. People asked about our museum, but unfortunately it was not ready for guests. Channel 12 recently had a "home movies" nostalgia special featuring the IT in the area.

NEW BUSINESS

Doug Nipper brought up a concern that he and Allen Cooke share, that

the frequency of our meetings might be reduced from monthly to bi-monthly in order to reduce the stress on officers who still work a full-time job. He contended that we do not transact enough business to require this frequency. After much discussion, it was decided that the "executive committee" will have to meet to discuss this and make a recommendation to the membership. An amendment to the constitution would be required to make this change, however we are in violation of the constitution at this point by skipping the July and August meetings.

In the process of discussing the previous subject it was brought up that special consideration would have to be given to having a meeting in October, since it is normally the last meeting before our model railroad show. But the show itself might be in jeopardy since one of the local layouts might not be there, and there were only three layouts TOTAL last year. Another topic for the "executive committee" to discuss... The ATSF tour is May 6 and 7, a few members were interested in going on Saturday.

Meeting adjourned at 8:15 P.M. Video by Dave Sherrill was the program.

KANKAKEE, BEAVERVILLE AND SOUTHERN

By Jesse Bennett

The KBSR has added two locomotives to the roster. In early part of this year the railroad added a couple of ex-Green Bay and Western Alco's from the Wisconsin Central.

Unit #308 was constructed as a 1600 hp RS3 in 1955 for the Green Bay Western. Some where along the line the unit was updated with a 251 power plant and the nose was chopped. The builders number is

not on the locomotive so I will be searching records to determine the dates of building and rebuilding.

Unit #309 was constructed as a RS-11 and has a builders date of August 1956 with an order number of 3269-19 and a builders number of 81931. This unit was also upgraded to a 2000 hp unit from 1800 hp. The nose was chipped, probably during the upgrade. Both units had some problems when delivered but are in service now on the KB&S. The 308 has WC on the side with the GB&W painted out. The 309 is still in GB&W and H. Weldon McGee paint. These units will be repainted in the near future when weather and time permits.

Statistics:

#308, Built in 1955, Model RS-3, 1600 hp. Tractive effort 61,575 with a weight of 246,300 pounds. It was rebuilt into a RS3M with a 2000 hp power plant and chop nose.

#309, Built August 1956, Model RS-11, 1,800 hp. Weight 245,600 pounds. Unit was GB&W, then K, GB,&W, finally back to GB&W. It was rebuilt to a model RS-20 with 2,000 hp and chopped nose.

KODACHROME

DO NOT send film in mailers to Kodak's lab in Findlay, Ohio. It has closed, only two labs still do Kodachrome: Dallas, which frequently mismounts slides and FairLawn, NJ, not known for speed in returning film mailed to them. How did I find this out? On Feb. 24 I mailed two rolls of K64 to Findlay. One came back on March 4, the other has yet to return. I called their 800 number on March 16 and was told that March 2 was the last day of processing there. They showed both of my rolls as having been logged in on their computer, but only the one I got back was logged out. They have no idea where my other roll is. The person I talked to



CSXT 9039, CW44-9, pauses at Lafayette Yard before continuing south on #590 later in the day. Photo by Rick Schroeder

(on his 2nd to last day of work) declared that every roll of film had been mailed out therefore I certainly should get mine, even though their computer log does not show it being mailed out. So what am I supposed to do? He did not have a clue. Has anyone out there received an extra roll of railroad slides?

Kodak seems bent on getting rid of the demand for Kodachrome film by poor service or poor processing by their Kodalux subsidiary (originally 50% owned but now wholly owned.) Unfortunately, for historians it is the only choice with proven archival stability. I have Kodachrome slides taken in the 1950's which still have their original vivid colors. And I thin we have all seen even older shots that Russ Porter took that are still in fine shape. In fact I have purchased some slides taken in the late 1930's that retain excellent colors. I doubt, based on the very nature of the process, that any E-6 film will live that long.

Via Wisconsin Chapter, Jerry Hilton

HOOSIER SOUTHERN ACQUIRES MOTIVE POWER

The Hoosier Southern received a locomotive on Tuesday, March 7, at its interchange with NS at Lincoln City, Indiana. The locomotive is ex-IC/ICG #7864; a GP7 rebuilt as a GP8 by the IC in 1969. The unit, which came from a Council Bluffs, Iowa dealer, had previously operated on the Iowa Interstate Railroad. The locomotive, renumbered as HOS 464, was purchased by the Perry County Development Council for use on the line. The county purchased the line in December of 1994, for \$200,000 from NS. A loan of \$400,000 was acquired from the Indiana Department of Transportation to pay for the purchasing costs and repair of the track. The locomotive will be financed over three years, with payments of \$8,100 every six months. The locomotive will probably be painted red and white. *Via Railfan Rambles*

WORK SESSION

On May 20 and 21 we will have work sessions at Rossville. This will be the weekend prior to our opening of the museum for the Memorial Day weekend. We could use your help for a short time to get the building ready for visitors.

The following is a listing of some items of work that are needed at the museum. Supplies are there ready for you to use.

1. Painting of the whistle posts in the yard. Black and white paint are on the desk in the train room. Scraping and wire brushing are needed first, then a good coat of paint. Estimate of time - two people about 3 hours.
2. Tuck pointing the brick work. Mortar is in the train room and the color is in the cabinet. A small amount of color is needed for the red mortar. Last year we used some cement that had set and this must be removed. There are several locations on the north and east walls that need repair. Estimate of time - two people about 4 hours.
3. Trim painting. The gutter and trim on the north, east and south sides needs gray paint. This will require ladder work and should take about 6 hours to complete, quicker with two people.
4. Interior of building. We need glass cleaned in the rooms, floors swept and display's dusted. Photos need to be remounted on the display boards.
5. Model train room. The last cleaning of the room is needed (vacuum) before the opening. All supplies are to be put away and under the layout areas cleaned. Come join us for one weekend and help get the building ready.

IC NEWS

Recently the Illinois Central hired a contractor to remove the old coal dock in Effingham. The started on March 31 and within a week most of the dock was down. However, the coal dock had the last laugh. As they were nearing the end of the project the rest of the coal dock came down on the crane that was removing it. No one was hurt but some sections of the crane were damaged.

In Centralia the IC has been cleaning up the yard and former shop area. Most of the old buildings are gone and all scrap is being cleaned up. If anyone is interested in a baggage car the IC has one they will give away. It seems that the old car, minus trucks, still has asbestos inside. The scrap company won't touch it so it is available free to anyone.

As you probably know my baggage car and flanger have been moved to the museum in Monticello. They join my caboose and pile driver on the various display tracks at the museum.

Dennis Sloan

NICKEL PLATE ROAD NO. 587 NEWS

NKP 587: History in Motion

Preservation of a steam locomotive in operating condition is not just maintaining the hardware or even the technology but an American way of life. For nearly one hundred years this nation depended upon the men in the cabs, and the men who maintained locomotives like these. Demonstrating their work for future generations to experience first hand is the real topic of our preservation endeavor. This first issue of "587 News" contains a brief history of the locomotive and the efforts since 1983 to restore, operate, and preserve a piece of American rail history.

Built in September 1918 No. 587 is known as "Mikado" loco-motive because its wheel arrangement (two pilot wheels, eight driving wheels and two trailing wheels) was first used in Japan during 1898. No. 587 was built for the former Lake Erie & Western Railway by the Baldwin Locomotive Company as No. 5541 and assumed its present number when the LE&W became part of the Nickel Plate Road in 1922. The locomotive was one of 625 engines of its type commissioned by the United States Railroad Administration during World War 1 rearmament. During its 37 year career on the Nickel Plate, No. 587 operated in Illinois, Indiana, Ohio, Pennsylvania and New York. It was a frequent visitor to Indianapolis, on the Nickel Plate route to Michigan City via Castleton and Noblesville.

The locomotive was retired in March 1955. When Nickel Plate Road engine No. 587 was donated to the City of Indianapolis, and placed on display in Broad Ripple Park in September 1955, community leaders welcomed the opportunity to preserve one of the machines that built America, a genuine steam locomotive, for the education and enjoyment of Hoosiers of all ages. By 1983, however, vandalism and the elements had made on going preservation of the locomotive difficult. When plans were announced for construction of a new branch library on No. 587's display site, it became apparent that either relocation or destruction of the engine would be necessary. Following public hearings the locomotive was leased to the Indiana Transportation Museum which would restore the locomotive to operating condition.

The restoration of No. 587 required nearly 5 years, consumed many thousands of volunteer man-hours and a quarter of a million dollars in donated money and materials. Companies donated items such as the bolts to reconstruct the locomotive, insulation for the boiler, castings for

various pieces, and paint for the final finish.

Through the efforts of Museum volunteers the 587 was placed on the National Register of Historic Places. In September, 1988 No. 587 made its triumphant return to active service pulling an excursion train between Indianapolis and Logansport Indiana.

Since 1992 the 587 has been used in excursion service on the old Nickel Plate line from Indianapolis to Castleton, Fishers, Noblesville, on to Tipton. After a specified amount of operating time the locomotive must under go a Federally mandated external boiler examination. This is an expensive procedure since all the boiler jacketing, piping, tanks domes, pumps and other appurtenances must be removed. In the process of the inspection some serious defects were found in the firebox of the locomotive, and while repairs can be made they will be expensive. This amount, while undetermined at this time, is substantially more than was budgeted by the Museum. The Indiana Transportation Museum Preservation Alliance has agreed to support a fund raising effort for these needed monies. Our goal of \$95,000 should be enough to cover the needed repairs. These funds are urgently needed to get the repairs underway and 587 back to operating condition at the Museum. Gifts of any size are welcome. Please make donations To:

587 Fund,

P.O. Box 587

Atlanta, Indiana 46031

All donations are tax deductible and appropriate documentation will be furnished. Any excess funds will go to special maintenance account for use by the locomotive in the future

Editor: The 587 is now stored on the display track at the museum in Monticello. The locomotive has

been covered with a trap to keep out the elements. Repairs will be costly so send them a donation. It would be nice to see steam briefly at Monticello before the locomotive returns to Noblesville.

APRIL CHAMPAIGN NEWS

The CP and Soo units are still showing up on a regular basis on the IC, although it seems that the IC is apt to use them on virtually any train that they have available. Some interesting lease power has been appearing also. Helms units have dominated with almost every shade in the palette available. Some interesting units include old SD45-2s in the Helms maroon and blue, and a mint green SD40 that is an ex-SP unit that appears to have come from a copper road somewhere out west. Some of the Conrail lease fleet units have appeared along with P&L GP10s.

The Santa Fe SD75Ms that the Soo is delivering to VMV return painted to Chicago on the IC. Several have been spotted on northbounds working their way towards home rails. The South Shore units have disappeared (guess the merger is off).

Spotted the Wisconsin Central/Model Railroader 60th Anniversary car on IC southbound in train GLME on May 4. Also I have heard that the UP abolished Villa Grove as a crew change point for most through trains effective May 3. I had not heard anything about it from other sources (mine was UP Maintainers working in Tuscola).

P.S. What's this talk on the net of Delaware Otsego looking at the TP&W? Does this mean the lightning stripes are out and "bumblebees" are in?

That's all.

Bruce Bird

RAIL PASSENGERS OUTRAGED AT AMTRAK CUTS

The Illinois Association of Railroad Passengers (Illinois Rail) reacted with anger to the new round of cuts in Amtrak service announced by the rail passenger company on April 6. The Midwest, and Illinois in particular, bear the brunt of the service reductions. Illinois Rail President Ken Bird said, "The additional cuts in Illinois Amtrak service have outraged our members and, frankly, raise questions as to whether or not Amtrak management has any intention of maintaining the national system."

Amtrak has said it plans to eliminate the Chicago - Springfield *Loop* as well as the Chicago-St. Louis *State House* effective June 11, 1995. Other trains now operating daily would be reduced in frequency, also effective June. In addition, the *Broadway Limited* and the *Cardinal* would no longer serve Chicago as of September 10, 1995.

Four Illinois trains slated for reduction in frequency - or outright elimination - are supported financially by the Illinois Department of Transportation. Amtrak President Thomas Downs has indicated that trains might continue at their current levels of service if affected states contribute enough money to operate them. "Amtrak is engaging in brinkmanship with the Illinois Legislature as well as with the US Congress," said Bird, of Woodridge, Illinois. "They are gambling with the mobility of the traveling public in the hopes that the impacted states will bail them out." Previous service reductions have resulted in some states increasing the amount of funds available to support passenger trains.

It has not gone unnoticed by rail advocates that the major cause of Amtrak's deficit, train service on the Boston-Washington Northeast Corridor, has received only token cuts in service. According to Dave Randall, Illinois Rail Vice President, the NEC is part of Amtrak's operation that consumes the subsidy. "It's like a black hole for money," he said. "Amtrak's own financial statement showed that nearly the entire federal subsidy is consumed by the NEC, yet, when it comes time to cut trains, the rest of the country suffers. Where's the common sense and fairness of all of this?"

The recently announced service cuts are the Chicago to Carbondale *Illini* reduced to 4 weekly round trips; the *City of New Orleans* reduced to 5 round trips per week; the Chicago to Indianapolis *Hoosier State* reduced to 3 round trips per week and the Chicago to Quincy *Illinois Zephyr* cut back to 4 round trips per week. These changes take effect on June 11.

In September the Chicago to New York *Broadway Limited* will be cut back to New York and Pittsburgh while the Chicago to Washington and New York *Cardinal* will be reduced to Washington-Cincinnati day train.

Via *Illinois Rail Special Report*, April 10.

Editor: Remember when the railroads, prior to Amtrak, changed schedules to make connections difficult and thus lose ridership. It appears, as Illinois Rail suggests, that Amtrak may be trying the same tactic. Time will tell, but who will ride trains when you aren't sure when they are running. Look at Lafayette for example. They are constructing a new station that will open in October, about a month after one train is eliminated. If Beech Grove closes, as is suggested by some employees, the *Hoosier*



State will probably be eliminated also. Thus 4 million will have been spent for nothing. Write your congressmen and congresswomen and let them know that we need an alternate service. After all, look at the airport subsidy, especially with the billions that will be spent on a new airport north of Kankakee. Do it now.

WHEEL REPORT

PRIVATE GRADE CROSSINGS - Illinois is second in the country with 5,841 private grade crossings and a total of 16,182 crossings. Texas is the leading state with California, Kansas and Ohio rounding out the top five. Indiana, Iowa, Georgia, Pennsylvania and Michigan round out the next five. Member Steve Ridge furnished an article concerning the closing of crossings in Illinois and throughout the country.

Recently in Illinois the Southern Pacific closed a number of private crossings on the Chicago to St. Louis mainline. These included several crossings in Macoupin and Sangamon counties. Some land-owners produced the original documents indicating that the farmer had rights to cross the tracks to reach his land on the other side. The railroad has agreed to replace the crossings where the legal document indicates the right to cross the tracks. Others may remain closed and the railroad may offer payment to keep them closed.

Across the country there is a nationwide trend to close 25 percent of the crossings, a suggestion from the FRA. In Illinois new rules are being developed to allow the closing of the crossing when they meet certain criteria. The new rules are now before the state legislature and may be signed into law this summer. The new law will allow crossings to be closed if they meet the criteria but at the same time it will provide for the construction of additional streets to provide the public

with access to their land and homes.

BEE LINE RAILROAD - In recent months your editor has found articles in other publications concerning the new Bee Line Railroad. Some reports have the railroad operating the former Conrail line from Schneider to Danville.

This new railroad is actually the Burt E. Etchison owned line to serve his elevator at Stewart, Indiana (named after the town on our model railroad?). Burt needed service to the elevator once Conrail announced that the Danville to Schneider line would be abandoned. He has purchased about 11 miles from just south of the elevator to Handy, the former NKP crossing. A connection was installed between the former NYC line and the ex-NKP, Now KB&S, and the shortline railroad was contracted as the operator of the new segment.

Already Burt has spent a considerable sum of money repairing a bridge about 1/2 mile north of Stewart. The south abutment was undermined by the creek and began to slide out at the bottom. The wingwalls were coming off and the bridge had settled about 6 inches under the first train movement. The bridge has been repaired and traffic is not moving. Burt does not have his own motive power, except for a trackmobile, but may be interested in some type of small locomotive in the future. Right now, the repair of the line and installation of new grain loading facilities is the priority.

UP TO CLOSE C&NW FACILITIES

The Union Pacific has announced that the railroad will close three Chicago and North Western Railway maintenance shops in Iowa and one in Wisconsin as part of the new merger. UP officials announced that the shops in Council Bluffs, Clinton and Marshalltown, Iowa and Cudahy, Wisconsin will be shut

down by this fall.

The 386 affected employees will be moved to facilities on the UP system. Dick Davidson, chairman and chief executive at Union Pacific has said that 1,200 to 1,500 people will lose their jobs as a result of the merger. Already offices in Chicago, except for those that deal with Metra, are closing and moving to Omaha and other locations. By the end of the year most of the C & N W, except for equipment, will be merged into the UP system.

1995 LOCOMOTIVE DELIVERIES

Sean Graham - White
<alagw@Interaccess.com>

28 Mar 1995

Recently there have been some postings as to what is being delivered and what will be delivered in 1995. Below are lists of what can be expected from the builders in what remains of 1995. **PLEASE NOTE THAT IF UNITS ARE NOT LISTED IN LISTS BELOW DELIVERY HAS BEEN COMPLETED ON THAT ORDER.** This list does not include those units to be delivered that are rebuilds (i.e. use frames that have not been built new for that unit).

Note that due to the rail strike in Canada delivery has been delayed on the ATSF, BN, and EMD orders.

1995 NEW LOCOMOTIVE DELIVERIES (BEING DELIVERED OR TO BE DELIVERED)

Current Deliveries

- AMTK AMD110 700 to be released today 3/28 for testing (see notes at end).
- ATSF SD75Ms ... first two to arrive this week - will go into service out of Gallup, NM.
- BN SD70IACs ... no painted units released yet, but at least two

primered units passed through Chicago on way to VMV.

- CR SD60Is ... on average 1 a week from JBS and two a week from London.

- CSXT AC4400CW's ... delivery continues .

- EMD SD70Ms ... order almost complete, changed paint scheme midway to speed up delivery process.

- MARC GP40WH-2 should be interchanged to MARC sometime this week completing this order of 19 units from M-K.

- METROLINK F59PHM-2s (F59S) ... should be released any day now from EMD as units are painted.

- NS C40-9s ... order is roughly 3/4 of the way through.

GMLG

ATSF 200-224 SD75M
03/95 - 04/95 225-250 SD75M
08/95 - 09/95

BC TRANSIT 901-905 F59PHI
09/95

BN 9572- SD70IAC 03/
95-12/95

CNNA 5600-5625 SD70I
M/95

CR 4100-4120 SD80IAC
M/95 - 12/95 4121-4205
SD80IAC 1995 - 1996 5579-5594
SD60I ICE 01/21/95 -03/95

London 5597-5639 SD60I ICE 01/
13/95 - 04/95

Altoona 5640-5664 SD60I ICE
04/95 -08/95

London EMD 7003-7024 SD70M
02/23/95 - 04/95

IC 8600-8619 SD70 10/95 - 11/
95 option for +20

NYSW 4050,4052,4054 SD70M
04/95

UP 6364,6365 SD60MLNG M/
95 7000-7026 SD90MAC 11/95 -

12/95

ENGLAND 59.202-59.206
JT26CW-SS 6/95

IRELAND 206-207 JT42HCW
E/95

GE

AMTRAK 700-709 AMD110
04/95 - 06/95

BC RAIL 4641-4644 C44-9W
4/95

CP 9100-9182 AC4400CW
08/95 - 11/95

CR 6266-6269 AC4400CW
09/95

CSXT 31-115 AC4400CW
02/95 - 12/95

GE 6000 AC6000CW ??/95

NS 8764-8888 C40-9
01/95 - 05/95

SP 100-305 CW44AC
04/95 - 12/95

UP 8000-8034 AC4400CW
09/95 - 11/95 9554,9555 C41-
8WDF M/95

IRAN (30) C40-8W L/95

INDONESIA (12) U20C
02/95-03/95

THAILAND (38) CM22-7I M/
95-L/95

BRAZIL (10) BB40-9 01/
95-06/95

MORRISON-KNUDSEN

MKCX/UP 9901-9903 MK5000C
M/95

MKCX 9904-9912 MK5000C
1995

M-K 2101-2103 MK6000AC
1995

A.B.B.

NJT 4415-4421 ALP44
M/95 - L/95

SEPTA 2308 ALP44
4Q/95

NOTES:

1. BN SD70MAC order numbers are:

- 9400-9474 (75 units), 926335

- 9475-9499,9504-9541 (63 units), 936455- 9542-9571(30 units), 946555

2. BN SD70IACs begin at #9572

3. EMD 7003-7024: some painted maroon/silver/gray/black, some painted maroon/black. Units are on a one year lease to Union Pacific.

4. SCRR F59PHM-2 874-881 built 11/94 - 12/94, sent to EMD La Grange for completion and painting, and eventual delivery in 04/95.

5. AMTRAK 700 will be released from GE today 3/28, and will depart on Southwest Chief from Chicago on 3/29 for delivery to Pueblo, CO.

6. CR AC4400CWs are rumored to be cancelled, but I have heard no confirmation on this.

7. CSXT AC4400CWs will be delivered in two batches in 1995.

8. GE 6000 may already be built as an unknown "monster unit" has been sighted lurking at Erie, PA.

9. SP CW44ACs begin delivery 3rd week of April.

10. Because of M-K Rails current financial troubles it remains to be seen if any MK5000/6000s will be delivered ... ever.

Proposed BN and Santa Fe Merger

As you have read, the stockholders of both railroads have approved the merger and the ICC has set August 23, 1995 as the day of decision. In the recent issue of Santa Fe Railway News the proposed merger is presented in depth.

What will be the best route of the new railroad. In the application for merger the two railroads have stated that no lines will be abandon. When you look at the map the two lines have parallel facilities in the corridor from Chicago to Kansas City, Kansas City to Ft. Worth and Houston and Pueblo to Houston. In all cases the railroads plan to keep the two lines and shift some business to the shorter route.

Lets look at the different locations .

The Chicago to Galesburg section will see both routes used east of Galesburg into the Windy City.



In order to provide the efficient interchange with other railroads and take advantage of the existing yards and local traffic. The Galesburg hump yard will be expanded to allow blocking to bypass Chicago. Connections with both railroads at Galesburg will be constructed to allow Santa Fe traffic to enter and leave the BN yard. Presently Santa Fe crosses over the BN west of Galesburg and under the BN just east of the downtown area of Galesburg.

Galesburg to Kansas City will see traffic shift to the Santa Fe line. One train pair and local coal traffic will remain on the BN line. The connection at Bucklin, Missouri will be upgraded to allow interchange between both lines to access the Murray yard industrial area in Kansas City. This shift will place more traffic in the area where NS and ATSF share trackage before reaching Kansas City. At the same time the BN traffic using NS out of Kansas

City will drop

The Kansas City to Ft. Worth route will see both lines in service. Most Ft. Worth traffic will use the Santa Fe line through Oklahoma City as it is 50 miles shorter. The Kansas City to Houston traffic will use the BN line which is 80 miles shorter than Santa Fe. Trains that will bypass various yards between Chicago and Houston will be established and will take route that bypass major yards such as Argentine.

From Pueblo to Houston different routes will be used. From Pueblo to Amarillo, Texas the Santa Fe route will be used for merchandise and intermodal which is 23 miles shorter. Coal traffic will continue on the BN. From Amarillo to Ft. Worth the BN line will be used. This avoids Tower 55 interlocking and other trackage in Ft. Worth that causes excessive delays. From Ft. Worth to Houston the plan will use the BN which is 70 miles shorter. Ft. Worth to Galveston coal traffic will remain on Santa Fe as may other traffic depending on traffic conditions.

The two railroads have already considered combining facilities. BN heavy locomotive repair is at West Burlington, Iowa while Santa Fe is in Topeka, Kansas. The consolidation will see West Burlington doing EMD repair while Topeka becomes a GE shop. Car repair shops are Havelock, Nebraska, Topeka, Kansas and Barstow, California. After merger the BN will repair hopper, boxcar and gondola's at Havelock while Topeka will do multi-level and auto rack repairs.

The Santa Fe system wheel shop in Topeka will close and move to BN's facility at Havelock. The system traction motor work will move from Topeka to West Burlington. Heavy repair of track maintenance equipment will move from Topeka to the BN facilities at Brainerd, Minnesota

and Galesburg. Finally, the BN does not have a reclamation facility so all work will continue at the Santa Fe facility in Topeka.

Track will be upgraded to accommodate the connections. Over \$5 million is scheduled for track and yard upgrades. At Amarillo, the connection between Santa Fe's south main track and BN's eastward track at the crossing will be upgraded for Clovis to Ft. Worth movement. In Bucklin, Missouri and Galesburg connections will be upgraded or constructed. At Olathe, Kansas, the connections between the mainlines will be restored to expedite through train movements between Argentine and BN's Tulsa to Memphis mainline.



Yards will be consolidated in several locations. In Kansas City the BN and Santa Fe

yards will be combined as will facilities in Oklahoma City, Ft. Worth, Amarillo, Galveston and Wichita. In Galesburg the BN yard will be expanded to become the major classification facility and help to relieve traffic and congestion in the Kansas City and Chicago gateways. BN's Cicero yard and Santa Fe's Corwith and Willow Springs facilities will continue.

The railroads plan to establish ten new transcontinental trains. New intermodal service will begin between Birmingham and California, Memphis to California, St. Louis to California and Minneapolis to California.

As with all mergers the changes will take time to implement. The two railroads have set a time frame of three years to make changes and get traffic going the way they want. Some employees will be let go, as with all mergers. However, when you look at the map you see that most of the merger will be an end-to-end. The major layoffs will come from the management side.

DETAILS OF UNION PACIFIC'S ACQUISITION OF CHICAGO & NORTH WESTERN

A letter to C&NW employees from Chairman Robert Schmiege on March 10 stated in part that "This is a day for all C&NW employees to stand tall. We all know what a strong railroad we operate and all the adversities that we have overcome over the years. This purchase by the Union Pacific is testimony to all our hard work. It is public recognition that your hard work has not gone unnoticed or unappreciated. The UP Railroad's Chairman and CEO, Dick Davidson, has told me how much he admires the work ethic of C&NW employees and their "can do" attitude."



"I know also that many of you will read this news with sadness and, perhaps, apprehension. Sadness that

it means the retirement of a great name in the railroad industry, apprehension over the implications for the future. Although it is true that many families will be disrupted by the combination of the companies, it will also provide an opportunity for most C&NW employees to participate in a larger railroad with broader horizons, greater resources and enhanced opportunities for professional growth."

An article from *THE DAILY HERALD* on March 11 stated that up to 900 Chicago-based jobs, mainly administrative positions at the downtown headquarters, could be either eliminated or transferred to Union Pacific locations.

A "Merger Bulletin" sent to C&NW employees on March 28 had details of management changes scheduled to take place with the consolida-

tion. One sentence was particularly blunt: "We anticipate the new (marketing and sales team) organization will be effective May 1. Work is also proceeding on plans to install Union Pacific's integrated business control system called Transportation Control System this summer and fall on the C&NW. TCS is a computer system that collects, aggregates and processes data for key business operations such as train and crew management, customer service support, accounting and billing, locomotive and freight car distribution, and other critical functions.



Union Pacific Chairman Dick Davidson was in Chicago on April 10 to meet the C&NW employees and hear their concerns regarding the consolidation.

C&NW will not be getting those 35 SD80MAC's that were on order. Union Pacific will evidently keep the production slots and take delivery of the units.

Via North Western Limited

REPORT ON NEW CSXT GE AC4400 LOCOMOTIVES

Many people have heard CSXT #1 clear signal on their scanners. Well, this is not the presidential train; it is properly a regular CSXT coal train out of the Southwest Virginia coal fields. Recently CSXT purchased these AC4400 locomotives with AC current instead of DC. They were numbered 1-80.

Typically, two AC locomotives are replacing three Dash 8 locomotives on 90-car coal trains. Other combinations are being used, but this is the most common. With this arrangement, pushers are back in service pushing 90-car coal trains to Poplar, NC, out of Erwin Yard. The

extensive testing that was done with the three pre-production locomotives demonstrated that two AC units have the capability to handle these trains. Unfortunately, some reliability problems with the new equipment have caused the trains to hang up or stall on critical grades that healthy AC locomotives would have pulled without incident. CSX Mechanical Operations and GE Service team are riding trains with AC locomotives in all of the areas where problems have been experienced.

One of the common complaints about the AC locomotives is that the trains are moving slower. Where two ACS (8,800 HP) replace three Dash8s (12,000 HP) there is 27% less HP available. Lower train speeds are slower acceleration have been occurring. A study of train records over a one month period with both types of consists showed no difference in total running times resulted from the lower train speed capability due to other delays (train meets, track maintenance, etc.) That occur during normal operations. Locomotive failures resulting in hangups or stalls did, however, result in significant increases in trip run times.

There have been occasions



where AC units had failed components, such as inverters, and the engineer was not aware of the failure because inverter failure is not announced on the IFC screen or on the DID panel. In some cases two traction motors have not been producing power. General Electric is currently evaluating the problems of the AC units and hopes to be correcting these problems.

Via Whistle Stop

