

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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Cooke Business Forms, Inc.

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Coming Events

May 16, 1996

Monthly meeting beginning at 7:30 PM at Cooke Business Forms, 2500 N. Vermilion St in Danville.

May 11 & 12, 1996

Monticello, IL - MRM Throw Momma on the train. Special runs for Mothers Day.

May 25-27, 1996

The Rossville Museum opens for the season. The museum will be open from noon to 4 PM each day. Admission is free.

June 18-23, 1995

1996 NRHS convention in Charlotte,

NC hosted by the Piedmont Carolinas Chapter.

July 3, 1996

Monticello, IL - Fourth of July Fireworks Trains.

August 17 & 18, 1996

Monticello, Illinois MRM Caboose Days from Noon to 5 PM each day. DJC Wabash Caboose will be on the train.

August 24 & 25, 1996

Decatur Train Fair, 10 to 5 on

Saturday, 11 to 4 on Sunday. Admission is \$2.

September 7 & 8, 1996

Rockome Gardens, Arthur, IL - Garden Train Show featuring the fifth largest outdoor show in the United States.

September 21 & 22, 1996

Monticello, IL - Railroad Days - Special trains all weekend.

Work Session

There will be a work session on Saturday May 18 and Sunday May 19 at the Museum. Cleaning and some painting needed - come join us to get the museum ready for the summer.



Next Meeting

The next meeting will be May 16, 1996 at Cooke Business Forms, 2500 N. Vermilion Street, Danville, Illinois. Business meeting will begin at 7:30 PM with the program starting around 8:15 PM. With the upcoming opening of the museum we will discuss work to be done before Memorial Day weekend. There is cleanup of the interior of the building along with some touch up of paint and tuckpointing the brick in various locations. Work sessions are planned for Saturday and Sunday, May 18 and 19, 1996. We usually start around noon, but come sooner if you want to.

The program will be presented by Rick Schroeder. Rick will show slides of his recent private car trip to Minneapolis plus other slides of work projects and area railroads.

Museum Notes

Doug Butzow has been working on the back of the depot tuckpointing some of the brick work. We have several places around the building that need work and Doug has started the program of repair.

Steve Goldseth has been up and started the annual cleaning of the display rooms. The north room is 90% complete with only glass cleaning and dusting of artifacts needed to complete the work.

The new yard work on the layout is complete with all switches operating. Two new panels are complete. The yard panel has been rebuilt and the engine terminal panel is new. For the first time we have toggle switches on the roundhouse tracks. All engine terminal switches that are away from the table edge are now powered. Three blocks are setup in the yard to allow switching at both ends plus move a locomotive out of the terminal.

We still have some scenery to complete before opening day if we can get to it. There is a lot of cleaning to do on the trackwork plus cleaning up the layout room.

Florida East Coast For Sale?

The Board of Directors of Florida East Coast Industries recently appointed a committee to determine if the subsidiary Florida East Coast Railway should be sold. Presently St. Joe Paper holds more than 50% of the railway and a swap could be made for the shares.

Norfolk Southern was operating joint trains with the FEC. The joint operation ranged from Macon, Georgia to Miami, Florida, however, that service was recently terminated. NS would be the logical buyer. If CSXT were to purchase the line they would control almost the entire state of Florida, something the state would probably not accept. Some shortline operators will probably look at the line.

The FEC operates 350 miles of main line and 90 miles of branch lines between Jacksonville and Miami. The line operates 79 EMD diesels and about 3,000 freight cars. They connect with NS and CSXT. The FEC is famous for Flagler's line that operated to Key West via series of trestles until they were destroyed by a hurricane.

Champaign Notes

I know it's been awhile for any news, but things have actually been kind of slow. The IC has not been running very much in the way of lease power in a long time. The SD70s are quite prevalent in pairs, and as detailed here and elsewhere, they will stay in pairs as they don't mix well operationally with the other power. There has been a noticeable

influx of Chicago Central grain cars since the IC bought the CC&P, but no sitings of freshly-applied green diamonds on IC locomotives yet! I've noticed that Conrail's HIPE ventures out on Wednesdays now and returns on Fridays. When they enter Urbana they pull up to the Maple Avenue crossing (behind Pard's Western Shop) and call the IC yardmaster for clearance over the diamond. It usually has a few TP&W piggyback trailers in it's consist. The NS is still exceptionally busy and the following story relates to that:

TOLONO AND THE "I THINK I CAN..." MEET

Usually on early Saturday mornings when the sun is creeping over the horizon and the forecast is for clear skies you can find me mulling around Tolono waiting for the Norfolk Southern to put on a show. The NS will consistently run 8-10 trains through town between dawn and 9 AM on Saturdays. With this constant parade and numerous good photo spots along the line between Decatur and Danville this has become a favorite location for railfanning.

Saturday morning, March 16th was no exception. I was up before dawn and managed to catch westbound #425 heading into the siding at East Tolono. I headed for the IC diamond to find Walt Baselt already there. Nine times out of ten I'll run in to Walt at the diamonds as he also knows this is a great spot. The siding in Tolono is can actually serve as two sidings as it has a crossover just west of the IC. The NS dispatcher uses this to his (or her) advantage and you can usually count on a three-way meet here almost every morning. Today was no exception. 425 pulled up to the IC signal and stopped. Shortly thereafter eastbound #182 appeared in the siding on the west side of the IC. The scanner revealed that #424 was right behind and was to pull

into the siding along with the 182! Clearly something westbound was hot and needed to get through. Sure enough we soon heard #145 calling the signals east of Philo. The dispatcher asked 145 how long they were and if they could fit into the main track west of the IC as they were going to be "sawed by". The conductor responded that they were pretty long, but he thought they could fit. 145 approached town and exchanged pleasantries with the other train's crews:

145: "Hey Thomas, things look tight this morning."

425: "Yeah, Denny. Think you'll fit?"

145: "I think I can, I think I can."

145 pulled all of the way up to the end of the main only to find 2 auto racks fouling the crossover back at the diamonds. He asked and got permission from the dispatcher to pull past the signal the 2 car lengths to clear. Once the saw-by was done the 145 even managed to convince the dispatcher to allow them to manually throw the west switch in order to hasten their trip to Decatur. As 145 started out the west end you could hear over the scanner: "I thought I could, I thought I could." (In the immortal words of Dave Barry, 'I'm not making this up'.)

In retrospect this was a great example of the dispatcher and train crews working in unison to expedite the hottest train on the railroad through a kink in the traffic pattern. And my first 4-way meet was quite an entertaining show as well. Walt could not remember this happening anytime he had been present. All of this transpired in the span of an hour and a half, and if you count in the 2 IC intermodals that managed to squeeze through north and south in the middle of this mayhem, it was a very productive morning indeed. Now if we could just get them to start that steam program back up.....

P.S. Steve Hankel called this weekend (4/6) and said that he witnessed a 5-way meet this AM. Oh well. Hey NS, wanna try for 6?

By Bruce Bird

Amtrak Selects American Flyer

At a crowded news conference at Washington Union Station March 15, Vice President Al Gore announced Amtrak's selection for new trains to provide high-speed Metroliner service between Washington, New York and Boston. The winning bid was the American Flyer, to be built by a consortium made up of Bombardier Corporation and GEC Alstom.

Amtrak ordered 18 electric train-sets, which will have power cars on both ends, five 67-seat coaches and one food-service car (with 10 revenue seats; total capacity 345 per train). The trains are to run from New York to Boston in no more than three hours, use tilt technology, and run 150 mph in places. Incorporating many safety features, including crumple zones, they are described as the "safest trains in the world." Each seat will have computer and audio entertainment outlets. Trains also will have telephones and fax machines.

The American Flyer's propulsion system will be supplied by GEC Alstom (as are the French TGV's). Bombardier will build the car shells at its plant in La Pocatiere, Que. (As they have for Amtrak's Horizon and Superliner II cars), and assemble the trains at plants in Barre, VT and Plattsburgh, NY. This will create 6000 new jobs in the US (including those at an estimated 73 suppliers in 23 states).

The deal also includes 15 new electric locomotives to supplement the AEM-7 fleet when conventional service is expanded on the Boston end and to replace old E-60's that haul long-distance trains south to New

York. Also, there are three maintenance facilities -- a four-track one in Washington, and two-track turn-around ones in New York and Boston.

Bombardier will finance the \$611 million needed for the trains, plus some of the cost of the maintenance facilities. The total deal is worth \$754 million. Amtrak said the new trains will attract two million new rail riders a year (1.4 million diverted from the New York-Boston air corridor), resulting in a net positive annual contribution of \$150 million to Amtrak's operations. Amtrak President Tom Downs said it was better to spend "a billion-and-a-half dollars" on the entire electrification-and-train-set project than spend \$5 billion on another Boston airport."

The Clinton budget for fiscal 1997 includes a onetime \$80 million grant for train-sets and maintenance facilities.

The first set arrives in early 1999 at Pueblo, CO for six months' testing, with a second set tested in Northeast. Starting in October 1999, two-to-three sets will arrive monthly.

The train-set order was reduced from 26. According to Amtrak, six of the electric sets were considered not to provide an adequate return on investment, and there was no funding for the two fossil-fuel sets (which were to have been demonstrated on corridors across the U.S.). But Amtrak said they could still be developed. NARP thinks these sets must be built to provide the rest of the U.S. some benefit from this Northeastern project. An FRA-Amtrak-New York State project involving turbo-trains continues, however.

Electric catenary construction between New Haven and Boston is to begin June 6, for completion in October 1999.

Via National Association of Railroad Passengers

Conrail

Blue Light Special: Conrail announced in December 1995 that they had for sale 178 locomotives. The units are older locomotives that they want to purge from their fleet. Models such as GP40s, U23Bs and SD40s are for sale along with a number of EMD switcher types. All units are quoted with the shipping cost included in the price to a Conrail interchange point. Bidding for the locomotives was set to close on January 31st, 1996. In other power news, Conrail (LMS) C40-8W's 740-759 which had been previously leased to Union Pacific have once again returned to service on Conrail.

Fire Sale: Conrail announced that, following a thorough analysis of eight separate bids, it has chosen to negotiate exclusively with RailTex and the Providence and Worcester Railroad to transfer ownership and operating rights of almost 400 miles of rail lines in Eastern Massachusetts and Connecticut. In April 1995, Conrail had announced that it would no longer operate in the state of Connecticut or on several branch lines in Eastern Massachusetts. While the proposed transaction is subject to further due diligence on the part of RailTex and the Providence and Worcester Railroad, Conrail anticipates completing this transaction by August 1996.

Via The Mainline, Cleveland

Milwaukee 261 Returns Home

The Milwaukee Road 261 is expected to begin its return run to home base in Minneapolis, Minnesota from Scranton, Pennsylvania on or about June 6, 1996, thus ending its successful, year-long visit to Steamtown. The 4-8-4 and a short consist will run over CP Rail, first, to Binghamton and then west to Buffalo over CP's trackage rights on Conrail's ex-Erie Southern Tier line, the reverse of the route that was used to get to Scranton last June.

On Saturday, June 8, the 261 may provide the motive power for a public excursion over the Buffalo & Pittsburgh Railroad from Orchard Park, New York, near Buffalo, to Punxsutawney, Pennsylvania, sponsored by the Western New York Railroad Historical Society to celebrate Orchard Park's centennial. The 4-8-4 will power only the southbound leg of the excursion; the return trip will be under diesel power. At Punxsutawney, the 261 will be decoupled to continue on

west to New Castle, where it is expected to remain overnight. The next morning, probably June 10, the 261 will begin its run across Ohio and Indiana over CSX to Barr Yard, near Blue Island, on Chicago's far south side. When it arrives there depends on how many sidings it must take en route for higher priority traffic.

From Barr, the special is expected to run north over the former "B&OCT" to Global One Junction, then west to Oak Park alongside I-290, then north again over the old Soo Line to Wisconsin Central's Schiller Park Yard. On Saturday only, June 15, the 261 will provide the power for a public excursion from Chicago to Fond du Lac, Wisconsin, sponsored by the Twentieth Century Railroad Club. The departure point for this trip is not yet firm. If METRA approves, it will be from former "Milwaukee Road" north end of the Chicago Union Station, with the train running over the "West Line" to Franklin Park. There, it would switch over to



the ex-Soo Line using the new double tracked connector installed by METRA for their forthcoming commuter service to Antioch, Illinois. If METRA doesn't approve, a different departure point will be announced.

Sometime after the excursion, perhaps as early as June 16, the 261 will run from the Wisconsin Central to the Burlington line to Galesburg, Illinois, where it will be BNSF's exhibit at the annual Railroad Days celebration over June 21-23 weekend. This move could bring the 261 westbound out of Chicago over Burlington's Three-Track Raceway. At Galesburg, no side trips or short excursions are planned.

After the Galesburg festivities, probably on June 24, the 261 will travel the famous Burlington "River Line" to La Crosse and the Twin Cities on another non-revenue ferry move. The 261 will be the first steam locomotive to move over this line since the 5632 on the Burlington steam excursions in the 1960's. The locomotive will go on display at La Crosse when it arrives there on Monday. The next morning, it continues on to St. Paul.

Once back in the Twin Cities, the 261 will be busy over the long Independence Day Weekend of July 4-7 running short (about 2 ½ hour) excursions over Burlington's ex-Great

Northern mainline from the park by the Stone Arch Bridge in Minneapolis to a wye near the Union Station in St. Paul twice per day, in conjunction with the annual Minnesota Heritage Days Festival. Lake in the season, further steam operations are being planned.

Via Dayton Ties & Tracks

Illinois Central Intermodal Hub

"In short, from a couple of old hump yards, IC is creating Chicago's premier multi-carrier intermodal hub complex." according to IC President and Chief Executive Officer E. Hunter Harrison. This followed two agreements signed February 21 with the Canadian National and Wisconsin Central respectively. With regard to



the CN, an extendible 15-year agreement was completed for the construction and operation of a 67-acre facility on IC-owned, but dedicated to CN, property. To be completed by December 1, the IC will construct the facility at their cost of \$20 million, in Harvey, adjacent to IC's Moyers Intermodal Terminal at Harvey, just south of Chicago. The most modern equipment available will be utilized to the maximum effort permitting 225,000 units to be handled per year and having the capacity for doubling if future growth warrants.



Paul Tellier, CN's president and CEO, says "the most significant aspect of this initiative is that it effectively creates a seamless intermodal corridor between Canada and the Midwest by completing the system comprised of the St. Clair Tunnel, direct interchange service at Harvey and IC's overnight service to Memphis."



The new CN tunnel has created an increase of 25% in intermodal traffic between Canada and Chicago over 1994.

Meanwhile, the Wisconsin Central, as a result of an agreement with the IC on February 22, was slated to start up its Chicago competing traf-

fic, known as the "Superior Connection," this past April 1 connecting intermodal traffic to and from western Canada through the recently WC upgraded mainline's territory and onto Chicago, also, too, utilizing IC's Harvey intermodal terminal. The plan calls for WC operating trains five days a week into the Harvey intermodal terminal.

Via Midwest Rail Scene Report

CSX

Companies that ship their goods in Canada and the United States will get speedier delivery under a 'through rate' service announced today April 9 by three major North American rail carriers. CSX Intermodal (CSXI), Canadian National Railway (CN) and Wisconsin Central (WC) have teamed up to offer shippers a new, faster intermodal service between western Canada and the eastern United States.

Effective April 1, CN began providing service between Vancouver, Calgary, Edmonton, Saskatoon and Winnipeg interchanging via Superior, Wis. WC handles the intermodal service between Superior and Chicago, and effective May 1, CSXI will provide service between Chicago and its eastern U.S. intermodal network.

This new service is made possible following the announcement in February, that CN and WC were joining forces in a new service dubbed "The Superior Connection," that links CN out of Superior, into Chicago via the WC, 'With CSXI joining 'The Superior Connection' we have extended this seamless transportation service to all major markets in the eastern United States, effectively giving our customers faster deliveries from east to west across two countries," said Paul M. Tellier, Canadian National's President and CEO.

Ronald T. Sorrow, president and CEO of CSX Intermodal, also hailed this new service as a major improvement in cross-border intermodal service that 'creates a synergy that will allow all three companies to better serve the growing markets of western Canada and the huge manufacturing and populations centers of the eastern United States,"

"Wisconsin Central furnishes the essential connection for this faster, more reliable intermodal route benefiting U.S. and Canadian customers," said Edward A. Burkhardt, WC's President and CEO.

The dedicated intermodal service will operate five days a week, with expedited customs clearance available. Shippers will receive one freight bill and have full electronic data interchange (EDI) support for all three rail carriers. CSX Intermodal is a business unit of CSX Corporation of Richmond, VA., and provides transcontinental intermodal transportation services and operates a network of 33 dedicated intermodal facilities across North America.

CN Intermodal serves all of Canada, including key ports of Vancouver, Montreal and Halifax plus the U.S. Great Lakes region including Chicago and Detroit. CN is Canada's largest and North America's sixth largest railway, based on 1995 rail operating revenue of Cdn\$4.1 billion.

Wisconsin Central Ltd. and its Algoma Central Railway Inc. affiliate operate 2,800 route miles of track serving Wisconsin, Illinois, Minnesota, Michigan's Upper Peninsula and Ontario. Together, the three rail carriers handled more than 2 million intermodal units in 1995.

Via CSX Intermodal News

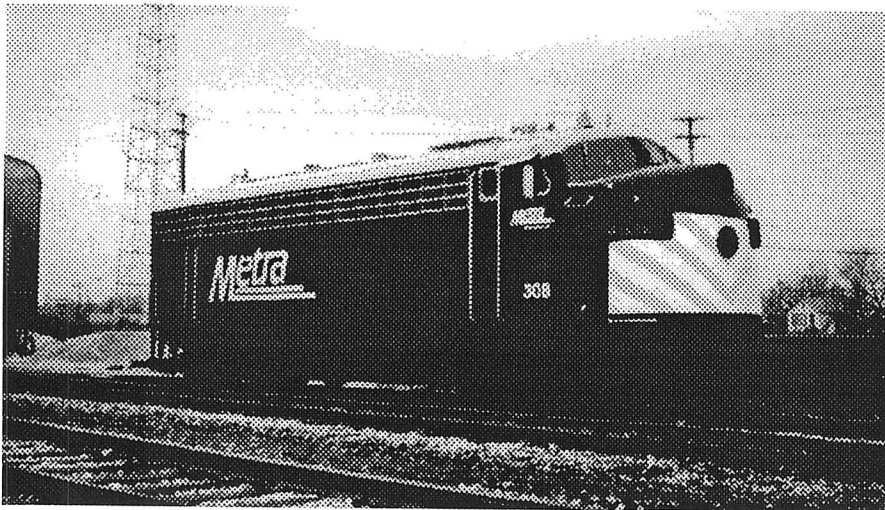
Union Pacific Steam

Again, in 1996, the Union Pacific Railroad will sponsor the largest steam operation in North America, this year to feature both the 844 and the 3985. The Challenger will be active in the earlier part of the season with two excursions, the first an excursion on Independence Day, July 4, Denver to Greeley, Colorado and return as part of the Greeley Independence Stampede. For tickets and information, phone 1-800-982-2855. The second excursion will run from Denver to Cheyenne and return for the Cheyenne Frontier Days. For tickets and information, write The Denver Post/Cheyenne Frontier Days Celebration, P. O. Box 481231, Denver CO 80248-1234. Around mid to late July, the 3985 will go into the roundhouse at Cheyenne to undergo a thorough overhaul that could take several years. So these may be your last chances to ride behind this locomotive for sometime to come.

The 844's duties are expected to begin in August when it steams eastward to Chicago. We do not yet have the exact date of its departure from Cheyenne or its exact itinerary, but it is expected to be in Council Bluffs, Iowa to begin a revenue passenger run to Cedar Rapids on Saturday, August 24, and another passenger run from Cedar Rapids to Chicago on August 25, dropping passengers at the Elmhurst Station on the former C&NW West line. We understand that viaduct clearances will not allow the big 4-8-4 to use the C&NW Terminal. On Saturday, August 31, the 844 will haul an excursion to Milwaukee, Wisconsin using Elmhurst Station. The next day, September 1, the excursion train will run to Union, Illinois for a visit to the Illinois Railway Museum. This will be under diesel power since bridge load limits on the former C&NW Belvedere Branch cannot handle the 844. The Chicago sojourn ends on September 2, Labor Day, when the 844 departs Elmhurst with a one-way passenger consist for Clinton, Iowa. On Tuesday, September 3, the passenger trip will be Clinton to Des Moines with 844, on September 7, Des Moines to Boone round trip, and on September 8, Des Moines to Boone one way. That's as much of the itinerary as we have right now. We expect to have the complete run schedule well before August.

Via Dayton Ties & Tracks

In addition to steam into Chicago the UP will run a special train to Chicago for the Democratic Convention this summer. This will be a political train and not a "railfan" consist. Dates and runs are not firm yet. Editor



Amtrak

Amtrak's Pioneer will shortly include a lounge car outfitted with photos of the building of the Union Pacific and the Oregon Trail. Call the "Manifest Destiny Lounge", the car will complement new menus and other amenities in first class. But all is not without problems, because the Intercity Business Unit has developed a shortfall of some \$33 million as revenues have slipped and expenses increased beyond projections. Tactics to close the gap will include marketing efforts, pricing, revenue management actions, improved equipment utilization, state funding options and reductions in inventory and discretionary spending.

At the end of February, Bombardier was on schedule delivering Superliner II cars and still had 16 transition sleepers and 17 coaches to go. Five cars per month is the normal pattern, although July will see only one delivery (vacations). The final month will see one of each type delivered to complete the order.

The 40 baggage conversions from heritage coaches (1701-1740) will be rebuilds of ex-Santa Fe cars (1702-1720), ex-Southern Pacific Sunset Limited cars (1721-1727) and ex-Union Pacific "flat side" Budd cars (1701, 1728-1740). This program should see three cars per month coming on line and should be completed by the end of 1996. Mail/baggage service will also be augmented with the delivery of 13 RoadRailer sets and bogies during the month of June.

At the end of February, a total of 34 "California" cars had been delivered,

Metra F-7 #308 sits outside the 49th Street Coach Shop in Chicago on a cloudy March day. This unit is used in work train service and may be used for a fan trip.

Photo by Mike Shostak, WVP Corp



Metra SW-1, #1, sits at the 49th Street Coach Shop in Chicago. This unit is used to move the passenger cars around between the rush hours.

Photo by M. Shostak, WVP Corp.

with two cars expected monthly through June 1997 when all 66 cars will have been delivered. In service now are coaches (8001-8022), control cars (8301-8312) and food service cars (8802-8803).

Two F40's are to be converted to cab-baggage units, with the baggage section being placed where the engine room now is. The first conversion, 90368, will be the ex-368 and the second will be the 90225 (ex-225). Both are intended for Michigan service and will replace converted Capitoline control cars and trainline-equipped baggage car.

Via Philadelphia Chapter Cinders

A Locomotive that Can Carry Baggage?

April Fool's Day may be over, but if you see an Amtrak F40PH passenger diesel with a roll-up side door cut in its side, your eyes are not fooling you.

In the February issue, *Dayton Ties and Tracks* reported Amtrak is converting several heritage coaches into

into a "Cab-Controlled" unit for use in 'Push-Pull' operations. The F40 is stripped of all internal operational parts, including the prime-mover. Lead ballast is added for matching weight and roll-up side baggage door on each side.

These 'new' Cab-Control units are the results of concerned crewmen who face collisions daily, as truck drivers, Vans, and oil tank trucks fail to heed lowered crossing gates and warning lights.

Amtrak has completed one unit No. 368 adding '90' in front of the number, thus No. 90368 is now in service on the Chicago-Milwaukee Corridor. These units look identical to all others, but with the side roll-up doors for loading additional mail or baggage. Equipped with necessary diesel controls an engineer would need, the units are quiet and pleasant to operate, with much room.

If successful, the other commuter railroads are interested, as many as 40 units could become a cab-control unit. At this printing date, no new class has been decided on. Amtrak calls these units F40PHN, the "N" for "Neutered."

Via Dayton Ties and Tracks

Extra Board

On May 3-5, your editor had the pleasure of riding a private car trip from Chicago to Minneapolis, Minn. Member Brian Higgins had sent information concerning the trip that the *Cimarron River*, owned by Tony

Baggage & Mail cars to give 30 percent more cargo capacity than mail cars now used. Amtrak has another project going, with locomotives.

Beech Grove forces have begun a program to convert F40PH road diesels

Marchiando and brother, would make for a special move over the Twin Cities and Western out of Minneapolis. The price was right and the time was right for the first private car trip. One never knows what might happen tomorrow I said, and away went the check.

The *Silver Solarium* was added to the consist out of Chicago and I had a bedroom onboard the round end observation. This car was one that ran on the CB&Q train to California, the *California Zephyr*. The car is owned by Nav Fosse of Iowa.

We left Chicago on time at 3:15 on a Friday afternoon on the rear of the 19 car *Empire Builder*. What a great ride. Most of the trip was at speed - 79 m.p.h., over the former Milwaukee to the Twin Cities. I rode the dome all the way to just south of the destination when tiredness set in. We spent the evening in the station only to be awakened by a freight moving by in the early morning hours.

On Saturday we were on the front of a special pulled by TC&W units to Montevideo, Mn, a trip of about 100 miles. The trip added about 70 people to the 27 that came up from St. Louis and Chicago. This is the former Milwaukee mainline and is now 30 m.p.h. trackage. Thus we had a long day - 12 hours in fact, before arriving back at the station. That night we again spent sleeping hours in the station.

On Sunday we awoke to rain and a cool morning. The eastbound *Empire Builder* arrived about 2 hours late and we stayed behind schedule all the way to Chicago. The return trip I rode the rear of the observation. What a thrill to ride at 79 m.p.h. watching the scenery go by. All along the route people pointed to our two cars on the rear of the Amtrak train. Now I know what the rail barons felt like.

Will I do it again? You bet - when the price is right of course.