

# 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 and August) at the Palmer American National Bank, corner of Vermilion and Main St., downtown Danville, Il. Meetings begin at 7:30 PM Central Time.

## OFFICERS FOR 1992

Our 24th Year

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MEMBER: Illinois State Historical Society

Congress of Illinois Historical Societies and Museums

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## COMING EVENTS

### November 19, 1992

Regular monthly meeting at PALMER AMERICAN NATIONAL BANK, DANVILLE, IL, in downtown Danville, beginning at 7:30 PM.

### November 21 & 22, 1992

Model Railroad Show and Swap Meet at Westville High School. We look forward to having you attend and help. Hours 10-6 PM on Saturday and 11-5 PM on Sunday.

### December 13, 1992

Annual Dinner at Jocko's Pizza Inn, Williams and Gilbert Street, Danville 1:00 P.M.

### December 13, 1992

Great Midwest Train Show at Wheaton, IL. 10 AM to 4 PM, \$4.00

### December 12/13, 1992

Indianapolis, IN. Great America Train Show at the Fairgrounds, Noon to 5PM both days, \$5.00.

### July 28 to August 1, 1993

NRHS convention in Chicago.

## NEXT MEETING

The November meeting will be at the Palmer American National Bank at Main and Vermilion Streets beginning at 7:30 PM. The fall model

show, just a few days away, will be discussed. We need help this fall and are looking for volunteers to man the show on the two days. This is the biggest event of the year for us and we need your help, just for two days only.

Dues statements may be attached to this issue of the **FLYER**. Members are asked to renew as soon as possible and to return only your check to Allen Cooke. We have kept the form to be returned to the national. Also, please note the dues increase for the Chapter. This is the first increase in about 10 years. We have held the line as long as possible but find we must increase our income. Of special note, to help with our financial picture, CSX has

notified us that the proposed increase in rent for the depot at Rossville has been dropped and we will pay the normal yearly rate.

## **TRAIN ORDER SIGNAL FUND**

In Memory of all Operators and Signalmen on the Chicago and Eastern Illinois Railroad and predecessor railroads.

Richard M. Schroeder In memory of Bernice Schramm and the Richter family.

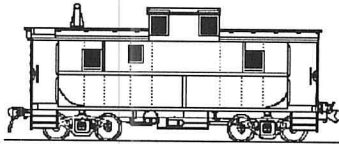
Doug Nipper In memory of Carl "Mickey" McGuire and all of the maintainers who kept the signals lit.

John A. Cooke

Robert Gallippi

Allen Cooke

Louise Powers Finney In memory of Mr. Lauer, tower operator at Steger, IL



## **WHEEL REPORT**

**THIS ISSUE** contains several articles on intermodal business. Your editor usually tries to give you a variety but this time I thought you might like to read more about the future of railroading in North America. *Rick*

**CONRAIL** joined with CSX, Norfolk Southern and other railroads to aid the victims of Hurricane Andrew, which devastated southern Florida and parts of Louisiana in late August. Many carloads and trailerloads of relief supplies were moved free of charge to the suffering areas, and in

some cases entire trains were handled by union workers donating their services. Canned food, clothing, bottled water, bedding and even carloads of ice were among the shipments moved, and at least two trainloads of U.S. Army trucks, construction equipment and water purification units rolled over CR and CSX lines to Homestead, FL. Railroad employees joined many others in collecting money and goods to assist in the massive relief effort. One shipment, consisting of two trailerloads of food and clothing, came from the Camp Hill Fire Company near Harrisburg, which moved in early September via CR and NS.

*Via Philadelphia Express*

**TEXAS EAGLE.** Union Pacific Railroad, American President Lines, and the Chicago and North Western Railroads new "*Pacific Eagle*" high-speed double-stack train service between Chicago and Los Angeles has "taken off" with a 98 percent on-time-performance during the first six months of operation.

Pacific Eagle is the highest-priority freight train on UP, offering various container sizes to meet customer's needs. The Monday-through-Friday, third day delivery service is backed by an unconditional money-back satisfaction guarantee during the first 30 days shippers use the service.

*Via Gateway Railletter, Via The Pioneer*

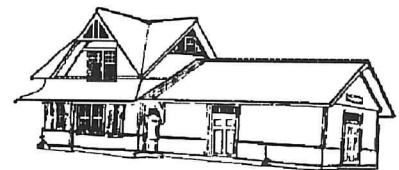
**The National Railway Historical Society** has come to an agreement with the Locomotive and Railway Preservation publication for special rates of subscription. This special rate is for NRHS members only. L&RP is a 72 page bi-monthly publication founded in 1986. Since that date it has become the 3rd largest enthusiast magazine. The publication has its editorial focus on preservation. In 1994 members may renew or start a subscription to L&RP by adding payment to the dues statement. Elsewhere in this

issue is an order form to allow you to subscribe to this fine publication.

**ROSSVILLE** is featured in the November/December issue of *Rail Classics*. An article, written by Stanley A. Changnon, author of a book reviewed last year in this publication. Stan covers the history of Rossville and its railroads from the 1870's to the present time. A map of the former rail system is included along with many photos of the present day railroad, CSX.

Our museum is mentioned and several photos show both the exterior and interior of the building. Though our name is never given at least the NRHS is mentioned. In all of Stan's publications that contain items about our museum he never mentions our name.

We have noted several errors in the article. The Chicago Danville and Vincennes was never double tracked in Rossville and the Evansville and Terre Haute was not purchased by the C&EI in 1877. The map included was from a partial sketch given to Stan by member Jess Bennett. According to Jess the map has many errors and we have the 1915 drawings that could have been used if Stan so desired, or ask about. Various publications of the C&EI Historical Society were used for information in the article. However, like Jess Bennett, no credit is given to any source used. The article is interesting, but like other articles Stan has written, it has errors that could be avoided if he would let someone proof the article prior to publication. I suggest you get a copy at your local bookstore.



## INTERMODAL SETS WEEKLY RECORD

Railroads originated more intermodal trailers and containers during the week ended September 5 than in any other week in history, the AAR has reported.

Volume during the week totaled 143,163 trailers and containers, 3.5 percent more than the old record of 138,377 set in the week ended October 5, 1991.

"What's significant here is that intermodal has been growing more rapidly than the economy throughout 1992," said Dr. Harvey A. Levine, vice president of the AAR's economic and finance department. "This indicates that more and more shippers are recognizing how much rail service has improved. This is important because growth through quality is the railroad industry's strategy for long term growth."

Overall for the first 36 weeks of 1992, intermodal volume totaled 4,525,377 trailers and containers, 8.1 percent ahead of the volume for the comparable period last year.

In addition to outperforming the economy, intermodal also continues to show stronger gains than other rail traffic. Carload traffic, which doesn't include intermodal, was up 1.7 percent for the first 36 weeks while ton-miles were up 3.3 percent.

The strongest growth has occurred among containers, with volume up

12.4 percent for the 36 weeks. Trailer volume was up 4.1 percent over the period. This reflects the continued growth of double-stack rail service, in which one container is carried on top of another. Also reflective of that is that for the first time since the AAR began keeping separate records in 1988, container volume now regularly exceeds trailer traffic. For the first 36 weeks, containers accounted for almost 51 percent of total intermodal. Containers accounted for just under 40 percent of the total in 1988.

*Via Rail News Update*

## INTERMODAL VENTURE TARGETS HIGHWAY PRODUCE TRAFFIC

A California intermodal marketing firm and American President Lines hope to take some trailers moving fresh produce off the highways and put them on the rails with a new double-stack rail service they plan to operate from California to Chicago and New York.

InterFresh, which has joined with APL to offer the service, said it will provide 50 new 48-foot refrigerated containers for the venture. The service is aimed primarily at moving fruits and vegetables to the East and frozen foods and other temperature-sensitive products to the West.

Union Pacific, Chicago & North Western and Conrail will be involved in the moves.

"The whole concept there is to compete with the long-haul highway market," Randy G a u s m a n , APL's director of corporate fi-

nance and investor relations, told the Journal of Commerce. "Fifty containers is a way to get a start in the business and hopefully it will grow for us."

InterFresh will handle sales, customer service and logistics management.

*Via Rail News Update*

## SCHNEIDER, UP TO JOINTLY MARKET INTERMODAL

Union Pacific and Schneider National, the country's largest truckload carrier, have announced an agreement to jointly develop intermodal opportunities.

The UP/Schneider agreement includes corridors linking the Midwest with points in Mexico, Texas, Northern California, and the Pacific Northwest.

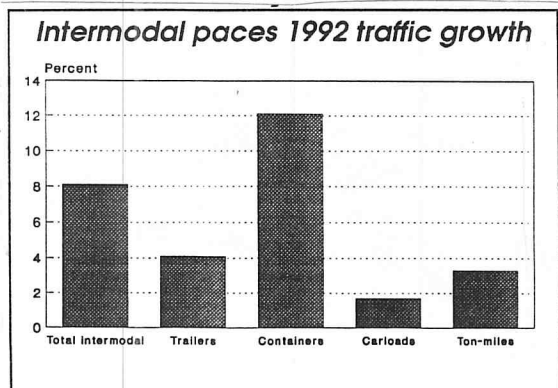


"This new alliance is a further commitment to maintaining Union Pacific's leadership role in the rapidly changing intermodal industry," said Dick Davidson, UP chairman and chief executive officer.

Schneider National's CEO Don Schneider added, "Our success is our ability to constantly improve the value we offer our customers. Our partnership with Union Pacific on their major lanes enables customers to meet their delivery requirements at a lower cost resulting in another creative solution that will excite our customers."

"We feel the Union Pacific is ideal because of their quality commitment. Together we intend to provide a seamless service as a result of our close working relationship with them," he added.

"Both Schneider and UP are recog-



nized quality leaders in meeting customer requirements at competitive costs," Mr. Davidson said, "This new alliance takes advantage of long haul rail economics, consistently high service performance on a door-to-door basis and technological advances by leaders in the railroad and truckload industries."

UP handles more than 1.2 million intermodal units a year. The UP/Schneider service started with 500 truck trailer loads in August and is expected to grow rapidly in 1993. Double-stack container service is expected to be added in the near future.

*Via Rail News Update*

## **INTERMODAL GROWTH PUTS TTX AT CAPACITY**

The continued growth of rail intermodal traffic has TTX operating just about all of its intermodal equipment.

TTX, which is owned by railroads, owns most of the rolling stock used in intermodal operations.

"We have just over 110,000 intermodal slots," TTX President Raymond C. Burton told Traffic World. "They're all in service right now. There's not one that's not being paid for."

As a result of intermodal's strong growth this year, Mr. Burton said TTX had increased its 1992 capital budget by \$80 million in order to buy additional equipment.

Mr. Burton attributed this year's growth to "some strength in the economy that doesn't show up in statistics," as well as to increased cooperation between railroads and truckers and to shipper recognition that railroads have improved the reliability of intermodal service.

The TTX president pointed out that more than half of TTX's fleet now

consists of articulated cars that reduce slack action and "provide freight a more comfortable, damage-free ride."

Over the past five years TTX has invested more than \$1 billion for new equipment, Mr. Burton said. The company expects to invest between \$1.2 and \$1.3 billion over the next five years, he added.

*Via Rail News Update*

## **HUNT PLANS TO SWITCH TO CONTAINERS**

J.B. Hunt Transport, the nation's second largest truckload carrier, is planning to offer double-stack rail service this fall.

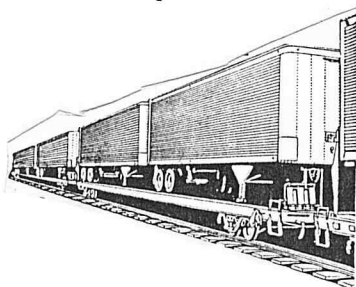
The company also plans to convert its equipment fleet from trailers to containers in conjunction with this plan, according to the Journal of Commerce.

"We intend to replace the entire trailer fleet with containers," Paul Bergent, Hunt's marketing director, told the newspaper. He indicated the trucking firm plans to buy about 14,000 containers and a similar number of chassis, a process that is expected to take several years.

Hunt indicated that it sees the move as a way to reduce costs through economies of scale.

Hunt currently offers intermodal service in conjunction with seven railroads: Santa Fe, Burlington Northern, Conrail, Southern Pacific, Union Pacific, Wisconsin Central and Florida East Coast.

*Via Rail News Update*



## **AMTRAK**

In recent Amtrak news, the continuing saga of refrigeration problems continues. Amtrak and the Food and Drug Administration have signed a consent decree which calls for more rigorous inspection of food service cars. Because these procedures will tie up more cars, a number of cutbacks have taken place effective September 21, and they are expected to last for at least six months.

The changes will find the *Crescent* losing its New Orleans lounge car (the Mobile car remains) so the diner will provide snack service between Birmingham and New Orleans. The *Cardinal* loses its full diner, with a Horizon dinette providing tray meals, and the *Montrealer* will carry an Amlounge II with tray meal service for coach or sleeper passengers (the latter receiving them free, of course).



Amtrak is pursuing some major wreck rebuilding projects at Beech Grove and Wilmington, involving Superliner and Amfleet cars. However, Heritage cars 1266, 2442, 3127 and MHC 1562 are awaiting disposition, which usually means their time is up.

*Via On the Scene*

NARP reports that Amtrak diesel failures are down, but failures of electric locomotives on the Corridor are increasing. Amtrak has begun a preventive maintenance program for its AEM-7 fleet and plans to overhaul four of its 11 big E60's next year.

With the recent labor disputes now settled, the major railroads including Amtrak have contracts with all unions extending at least to January 1, 1995. This makes any further



strike threats unlikely before 1996 at the earliest.

Matrix Health Management of Wyncote, PA is under investigation by the Federal government for allegedly defrauding Amtrak of millions of dollars intended for workers' health benefits, the Daily News reports. Meanwhile, another Amtrak supplier was charged with paying kickbacks to Amtrak personnel to sell the railroad \$1.3 million worth of substandard sheets, towels and pillow cases.

*Via Philadelphia Express*

## KANSAS CITY SOUTHERN, MIDSOUTH ANNOUNCE PLANS TO MERGE

Kansas City Southern Industries and MidSouth Corp. have reached agreement on terms for a merger of the two companies.

The merger is subject to Interstate Commerce Commission approval and to ratification by stockholders of both companies.

KCSI owns Kansas City Southern, a Class I railroad that operates 2,500 miles of track in Nebraska, Missouri, Kansas, Oklahoma, Arkansas, Louisiana and Texas. Major cities served include Omaha, Kansas City, New Orleans, Houston and Dallas. The railroad had revenues of \$322 million in 1991.

MidSouth owns four railroads that operate over 1,200 miles of track in Louisiana, Mississippi, Alabama and Tennessee. Major cities served include Jackson, Miss., its headquarters; Mobile, and Gulfport, Miss. It reported \$92 million in revenue in 1991. The two railroads connect in Shreveport and Winnfield, La.

Major commodities carried by KCS include coal, grain, chemicals, and pulp, paper and wood products.

MidSouth traffic includes paper, chemicals, forest products and grain.

"The strength of this merger is that it is truly a win-win for both companies," said George W. Edwards, president and CEO of KCS. "It's a splendid fit in that MidSouth and KCS are not competing lines, but rather are 'end-to-end' connecting lines. I'm confident we will see significant synergies resulting in both cost efficiencies and in more efficient movement of traffic."

Mark M. Levin, MidSouth chairman and CEO, said, "KCS management is committed to the reinvestment in track and equipment that is necessary to meet our customers' requirements for the long term. KCS management also has the respect of its employees and concern for their future that results in a motivated and committed work force. These factors lead us to believe that our long-term corporate goals will be significantly advanced by the transaction."

*Via Rail News Update*

## 17 YEARS OF MODEL RAILROAD SHOWS BY THE DANVILLE JUNCTION CHAPTER

As 1993 will mark 25 years of history for the Chapter, we thought it would be interesting to recount the past model railroad shows in this issue preceding our latest show. It was the Bi-Centennial year of the USA that saw our first show at the Village Mall, and we are still at it after many shows and many changes in location. Here is a chronological listing:

1976- Nov. 20,21 Village Mall, first show, Myron Foor chairman.

1977-	Nov. 19,20	Village Mall
1978-	Nov. 18,19	Village Mall
1979-	Nov. 17,18	Village Mall
1980-	Nov. 15,16	Village Mall
1981-	Nov. 14,15	Village Mall
1982-	Mar. 7	Palmer Bank, first Swap Meet, 50 cent admission, tables \$5.
	Nov. 20,21	Village Mall, last show at Mall.
1983-	Mar. 6	Army Reserve Center, Swap Meet, no fall show.
1984-	Mar. 4	Army Reserve Center, Swap Meet.
	Dec. 23	Terry Henderson holds Openhouse at his home.
1985-	Mar. 10	Tilton UAW Civic Center, Swap Meet.
	Mar. 30,31	First Lincoln Square Mall Show (not ours, historical reference only).
	Nov. 23,24	UAW Civic Center, first show co-sponsored with Terry Henderson.
1986-	Mar. 9	UAW Civic Center, Swap Meet.
	Nov. 22,23	UAW Civic Center, Show with Terry.
1987-	Feb. 22	UAW Civic Center, last spring Swap Meet only.
	Nov. 21,22	David Palmer Civic Center, Show and Swap Meet with Terry.
1988-	Nov. 12,13	David Palmer Civic Center, Show and Swap Meet with Terry.
1989-	Nov. 11,12	David Palmer Civic Center, Show and

Swap Meet with Terry.

1990- Dec. 1,2 Westville High School, Show and Swap Meet with Terry.

1991- Nov. 23,24 Westville High School, Show and Swap Meet, last with Terry.

1992- Nov. 21,22 Westville High School, Show and Swap Meet, John High chairman.

The shows at the Palmer Civic Center were certainly our biggest, but the Westville High School offers enough space to have a quality show, as the last two years have proven. Give John High and the Chapter a big hand and help with the show this year!

## CSX NEWS

On September 11, Pittsburgh & Lake Erie ceased to exist as operating railroad, with CSX Transportation taking over all former P&LE operations. Periodic former P&LE coal trains using trackage rights over NS (former Nickel Plate Road) between Ashtabula, OH and Buffalo, NY through Lake Shore Land now operate with D & H (including leased GATX SD40-2's) and CSXT power (including Dash 8-40CW's).

United Transportation Union members have ratified a agreement that allows operation of CSXT through freights over former Seaboard Coast Line and Louisville & Nashville lines with crew of only engineer and conductor.

*Via The Lake Shore Timetable*



## ICC APPROVES PLAN TO SELL P&LE TO AFFILIATE OF CSX TRANSPORTATION

The Interstate Commerce Commission has approved the sale of Pittsburgh & Lake Erie to Three Rivers Railway Co., a CSX subsidiary.

Included in the sale are a 20-mile section between Youngstown, Ohio, and New Castle, Pa., and a 40-mile section between McKeesport, Pa., and Brownsville Junction, Pa. A 61-mile section between McKeesport and New Castle was sold to CSX Transportation last year, although P&LE continued operations over the line through trackage rights.

P&LE is retaining ownership of the 50-mile Youngstown & Southern Railway, some real estate, 38 locomotives and some 2,000 freight cars.

Several earlier attempts to sell P&LE were scuttled by labor disputes. The current sale went through after agreement was reached with unions representing P&LE employees.

*Via Rail News Update*

## RAIL ELECTRIFICATION IN SOUTHERN CALIFORNIA

Electrification of rail operations is among many proposals contained in the 1991 Air Quality Management Plan developed by the South Coast Air Quality Management District. With over 130 control measures, the AQMP, adopted by the board in July 1991, sets forth a comprehensive program designed to bring the south Coast Air Basin into compliance with federal and state health-

based air quality standards. The basin includes Los Angeles, Orange, Riverside and San Bernardino.

The AQMP's rail electrification targets 90 percent emission reduction of all rail operations by the year 2010. A study has been conducted as a result of concerns expressed over the plan. Electrification of commuter rail routes and existing freight routes is estimated to cost \$3.26 billion in 1992 dollars.

The district is also supporting alternate fuels, CNG/LNG, methanol and clean diesel. Electric fuel cells are also being studied. New regulation have been passed for new locomotives that will be delivered beginning in 1995. Beginning in October of this year the Southern California Regional Rail authority began operation of new F59PH locomotives from EMD. These are the cleanest burning locomotives to date.

The year 2010 will see the new air quality standard in effect and probably electrification in southern California.

*Part via Progressive Railroading.*

## SANTA FE PACIFIC UNION RATIFIED CUT IN CREW SIZES

Santa Fe Pacific Corp. said members of the United Transportation Union ratified a major agreement to cut train crews sizes on the eastern half of the railroad.

The Schaumburg, IL railroad holding company said it plans to take a charge in the third quarter to cover the costs of implementing the agreement, which eliminates brakemen positions for "through" freight trains that make few stops along the route. Currently, the freight trains carry one brakeman in addition to the conductor and engineer.



Santa Fe declined to estimate either amount of the charge, which also includes expenses associated with centralizing certain operations and control functions into Schaumburg. But some analysts estimate the pretax charge will amount to between \$250 million and \$300 million. In the third quarter of 1991, Santa Fe had net of \$29.1 million, or 16 cents a share.

Analysts said the agreement represents a breakthrough for Santa Fe, which earlier this year reached a similar agreement with the UTU to cut train crew size on the western half of the railroad. Other railroads, including Consolidated Rail Corp., Union Pacific Corp. and Norfolk Southern Corp., have already reached agreements to cut crews sizes to an engineer and conductor on their systems.

"With this agreement, Santa Fe now has achieved the full benefit of modern-day labor practices on freight trains over its entire system, making it more competitive with trucks," said Andras Petery, an analyst at Morgan Stanley & Co.

Russell E. Hagberg, Santa Fe's vice president, transportation, estimated that the agreement will result in pretax savings of \$20 million a year. There are about 1,850 UTU members on the eastern half of the Santa Fe. Mr. Hagberg said about 350 of them would be considered surplus under the new pact.

Surplus crew members will have the choice of signing up for one-time separation payment of \$75,000 or staying with the company and going on a reserve board. The reserve board allows them to receive 70% of their 1991 base earnings and full medical and other benefits until they are called back to work as a conductor. In addition, surplus crew members who stay with the company will receive a \$10,000 lump sum payment and a deferred pension of \$65,000.

Santa Fe began improving train crew productivity in September 1989 through agreements to reduce the size of crews and increase the distance that each crew travels. As a result of the latest agreement, the company will be able to operate a train on its line from Chicago to Los Angeles with a total of 20 crew members, compared with as many as 68 crew members in 1989.

Analysts said such savings in personnel are particularly important to Santa Fe, which competes directly with over-the-road trucks for much of its freight.

*Via The Wall Street Journal*

## SANTA FE

Such a deal: Dakota Southern Railway president Alex Huff reported rare success at an auction at Santa Fe's Topeka shops in late June. The railroad was "cleaning out all the dark corners." One dark corner yielded an air compressor for a steam locomotive. Others gave up speeders and construction equipment.

"We bid on a steel basket of old EMD electric parts - switch gear, fuel pumps and relays, new and old stock parts. We paid \$80 for it," Huff said. "We ran a total of what they cost from EMD: a little over \$10,000."

That's not all. Huff and his brother won the bid on a tamper. They bought it sight unseen, because the machine and the flat car it was riding on didn't make it to the auction in time. They found they had bought a 51 foot 30 ton Plasser Model PSPT, until recently the top of the company's line. The Huff brothers paid \$3,300. Cost new: about \$250,000.

*Via Rails*



## UP 3985

At the Union Pacific Historical Society Banquet June 26 (before the trip to San Jose), UP's Steve Lee announced that the trip to San Jose would be the last UP steam trip ever to California. He said the UP steam program is welcomed in 14 other states, but not in California. (Rumors have circulated since the San Jose trip that California air quality officials hassled and/or fined UP for smoke.)

The Challenger's trip to Texas was marred by an unfortunate accident in Fort Worth, TX August 28, when a pedestrian on a bridge was struck and killed. Witnesses said the man had been drinking and had emotional problems. They had warned him to get off the bridge but he ignored them. *Via Flimsies Via Colorado Zephyr*

## OHIO/MIDWEST RAIL NEWS

Conrail's cluster of rail lines in and around Springfield, Ohio, is up for sale. These lines are (1) the Bellefontaine Secondary from Springfield (CP Warder) through Urbana to Bellefontaine (ex-NYC), (2) the Catawba Secondary, from CP Warder to Mechanicburg, (3) the Maitland Secondary between CP Glen Echo and CP Cold Springs, (4) the Urbana Industrial Track, the remnant of the old PRR still on the ground in Urbana, and (5) Xenia Secondary remnant from South Charleston to London, OH.

The Grand Trunk Western (now "CN of North America") presently has trackage rights over the Maitland Secondary (six trains per day), and obviously, by putting the line up for sale, Conrail is hinting at CNNA to buy it. CNNA may or may not, depending on whether they can finally wrangle trackage rights between Lima and Cincinnati out of CSX. If they do, CN will probably



drop service into Springfield, and won't need the Maitland Secondary, in which case, Conrail will abandon it.

#### *Via Ties and Tracks*

Other line sales/abandonments in or near our area planned by Conrail are (1) the ex-NYC Danville, IL cluster, (2) the ex-PRR Richmond, IN cluster including the Honey Creek Secondary and the trackage rights over NS into Richmond from New Castle, IN, (3) the ex-PRR Logansport, IN cluster, including the 85-mile line between Indianapolis (CP Clermont) and Logansport, (4) the ex-PRR Fort Wayne line between Upper Sandusky and Dunkirk, OH, and between Selby and Tolleston, IN, (5) the Akron, OH cluster and (6) the Meadville line between Meadville and Corry PA.

*Via Ties and Tracks Via MVR  
Newsletter*

## SANTA TRAIN

In the 1930's the Union Pacific Railroad and the American Locomotive Company collaborated in designing the first successful, high speed, articulated steam locomotive - the 4-6-6-4 or Challenger. ALCO built 15 of these engines for the UP in 1936. In 1937, 25 additional locomotives of the same design were built for the road. It was not long before copies of these machines were built and purchased by other roads, including the Clinchfield Railroad. Eight units were ordered and delivered to the CRR in 1942 and 1943.

In 1942, the UP came out with an improved designed 4-6-6-4, and between 1942 and 1943, 45 of these units were built by ALCO, including UP's restored and only surviving Challenger, #3985. Six additional, identical units were ordered by the War Production Board for the Denver and Rio Grande Western in anticipation of increased westbound traffic due to the shift of

the war to the Pacific. The D&RGW indicated at the time that after the war they would have no use for the locomotives. When the hostilities ended, the railroad stored the engines serviceable at Salt Lake City until the WPB could find a buyer.

In 1947, the Clinchfield purchased the units, numbering them 670-685. The CRR did not care for the UP's double-stack design and converted all six units to single stacks. The last steam locomotives purchased by the Clinchfield were the Challengers, delivered in 1947, but purchased from ALCO and were copies of the original 4-6-6-4s purchased from the builder in 1942-43. The last of this group of four engines, #663, was the last articulated steam locomotive built by American Locomotive Company.

In 1943, the Kingsport, TN Merchants Bureau sponsored the first Santa Claus Special over the Clinchfield between Elkhorn City, KY and Kingsport, TN. For the first 12 years, Santa distributed his toys and candy from the rear platform of the CRR business car attached to the rear of southbound, regular passenger train #38 powered by one of the railroad's pacifics. After passenger service was discontinued, Santa operated from the car attached to the rear of a southbound freight, diesel powered.

In 1968, the holiday operation became a special train, powered by rebuilt 4-6-0 No. 1, with the aid of two diesel units. The trains grew in length and became known to the outside world. With the failure of her crown sheet after 11 Christmas Seasons, the 4-6-0 left for display in the B&O Museum in Baltimore, but Santa continued. Every year on the Saturday before Thanksgiving, he is distributing gifts and happiness, at track-side, to the poor children of Appalachia. The trip now starts from the C&O yards just south of Pikeville, KY and then on to Kingsport.

Now, in 1992, the CSX and the UP have arranged for the UP's 4-6-6-4 #3985 to power the Clinchfield Santa Claus Special on Saturday, November 21, 1992. As a result of this arrangement, Eastern Kentucky and Tennessee will be treated to a sight never before dreamed of. Who would have thought in 1943 that one of the UP Challengers coming out of the Schenectady works would be pulling the Santa Claus Special on the Clinchfield in 1992?

*Via Gateway Railletter Via Whistle  
Stop*

## ANNUAL BANQUET

The Chapter will hold the annual banquet at the Pizza Inn in Danville located next to Conrail at Gilbert and Williams Street Dec. 13 at 1:00 PM. The Pizza Inn, as most of you know, has a fine railroad decor as well as good food. We will have a private room and ordering will be from the menu.

We do not require reservation but would like to know if you do plan to come. Contact Dave Sherrill, 105 S. State St. in Danville, 217-443-2144 and let him know. We will have the introduction of officers for our 25th year, 1993.

## C & E I HS 1993 CALENDAR

As noted in the last issue the 1993 Chicago and Eastern Illinois Railroad Historical Society calendar is out. And like last year it is a good one. The C&EI HS guys have done a fine job once again, especially the work put in by member Bob McQuown. This year there are 8 photos from our Chapter featured in the calendar.

On the back of this issue is an order form for one of the calendars. Quantities are limited so order yours now. The calendar will be available at the Westville show.



THE C&EI RR HISTORICAL SOCIETY

CALENDAR RE-ORDER FORM

Robert McQuown, 26 Woodland Drive RR #1, Bismarck, IL 61814

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