

# 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

SECRETARY: Doug Nipper

NATIONAL DIRECTOR: R. M. Schroeder

MUSEUM DIRECTOR: Doug Nipper

EDITOR: Richard M. Schroeder

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VICE PRESIDENT: Dave Sherrill

TREASURER: Allen Cooke

PROGRAM CHAIRMAN: William Darner

HISTORIAN: Jesse Bennett

PUBLISHER: Allen Cooke

Cooke Business Forms, Inc.

John Cooke Sr., Honorary Member

MEMBER: Illinois State Historical Society

Illinois Association of Museums

Volume 27

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## COMING EVENTS

**November 16, 1995**

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

**November 25, 1995**

Rockford, IL - Northwestern Illinois Chapter, MIDWEST RAILFEST - 95, St. Mark Lutheran Church, 675 N Mulford Rd, Rockford. - Swap meet and 5 slide shows. \$5 donation covers all.

**November 25, 1995**

Ft. Wayne, IN - Train and Toy Show, at the Lantern, 4420 Ardmore, 11AM to 4 PM, \$2.

**December 3, 1995**

Danville, IL - Annual Chapter

Christmas Dinner - Railroad decor  
Pizza Inn at the corner of Gilbert and  
Williams Street. Order from the menu  
- 1-5 PM.

**April 12-14, 1996**

Spring Directors meeting - St. Paul,  
MN

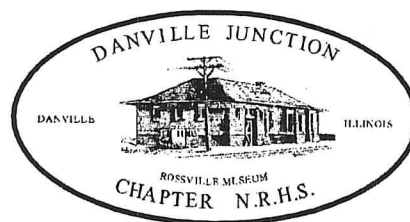
**June 18-23, 1996**

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

## NEXT MEETING

The next meeting will be held on Thursday, November 16, 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 two new members joining the Chapter. Mr. Ray Goodling of 1773 County Road 400E in Champaign has been an associate member of the NRHS and joins our group. Ray and his wife Kay are members of the Monticello Railway Museum and very active in their organization. Mr. Gregory Grady, 3304 Ridgewood Drive, Champaign,



It is also an associate member. Greg joins us as a chapter member for 1996. We welcome both to the chapter and are pleased that they have continued their membership in the NRHS.

This month's meeting will feature the election of officers. Nominated for President is incumbent Larry Prosser, nominated for Vice President is Jesse Bennett, nominated for Secretary is Dave Sherrill, nominated for Treasurer is incumbent Allan Cooke and Rick Schroeder is nominated for National Director again.

The annual dinner is set for December 3 at the Pizza Inn. Please let Larry know if you will be attending. Reservations are not necessary but we would like to know how many will attend.

The November program will be given by Larry Prosser.

## ILLINOIS CENTRAL OPEN HOUSE

The IC had an OPEN HOUSE at their Woodcrest Shops in Homewood on October 7. The event was for IC employees and their guests. The general public was allowed in the last two hours of the day.

Several of the SD-70 were on display. The 1003 was open for the public to walk-through with the 1000 and 1002 on adjacent track roped off. The 1001 was inside the shop building along with other units. Several of the Operation Lifesaver units were on display along with the rebuilt business cars with the ex-BN/WSMTD/Metra E-9's on each end. The platform business car was on display with a platform adjacent to the car that allowed interior viewing.

The IC Historical Society was on the property selling IC souvenirs. The railfans, including member Doug Butzow, said that the display was

## ANNUAL CHRISTMAS DINNER

**On Sunday, December 3, 1995, the Danville Junction Chapter will hold its annual dinner at the Pizza Inn Restaurant located at Gilbert Street (Route 1) and Williams Street. Four the railfans the building sits on the former site of the New York Central (P&E) freight house.**

**We will meet on Sunday afternoon beginning at 1:00 PM with ordering of meals around 1:30. Ordering will be from the menu.**

**After dinner the officers for 1996 will be introduced and the program, History of Danville Junction, will be presented by Rick Schroeder. Reservations are not necessary but a phone call to Dave Sherrill at 443-2144 will help plan seating.**

outstanding and the IC staff most courteous to all that attended. A great time was had by all.

On October 28 the IC had a similar display in Centralia (not as much equipment) and it can be assumed that the staff was just as helpful to the citizens and railfans of southern Illinois.

## TRAVELERS' ADVISORY

*Lake Shore Limited:* Leaves Chicago 8:00 pm (0:45 later than now); New York 6:40 pm (0:30 earlier) and Boston 3:50 pm.

*Cardinal:* Runs Chicago-Washington. However, since the Friday/Sunday tidewater, (train 96), departs Newport News 1:15 later than now (4:30 pm), there is a 40-

minute Washington connection at 8:50 pm for the *Cardinal* besides the *Night Owl* those two days. On Wednesdays, there is a train 196 leaving Washington at 8:35 pm, providing an uncomfortably close 25-minute connection.

*City of New Orleans:* Rerouted between Memphis and Jackson.

*Texas Eagle:* Dallas-Houston leg (begun in 1988) discontinued. Thruway bus runs express Houston-Longview (to meet the train), then on to Shreveport. A second bus runs via College Station. All service to Corsicana is ended. Trips from Houston to points north of Longview will be five hours faster.

*Via National Association of Railroad Passengers*

## MIXED FREIGHT- OCTOBER

Most of us have heard the expression, "There's no such thing as a free lunch". That expression may now be applied to the Horseshoe Curve Visitor Center near Altoona, PA. Commencing January 1, 1996, adults will be charged \$3.50 and children 3-12 will be charged \$1.50. Frequent user passes for \$5.00, which will allow patrons an unlimited number of visits, will be available. I'm not sure whether this pass is good for a day, week or season. It is my understanding that the site is victim of over success.

Ironically, NBC News did a special report on how this nation's National Parks and Historic Sites are so overcrowded with tourists that the purpose of enjoyment and educational benefits are often lost. The Curve hasn't become that popular yet but wear and tear on the buildings, grounds and support equipment need to be addressed according to the board of directors of The Altoona Railroaders Memorial Museum whom operate the park. The fees will enable the group to maintain the facility to professional standards.

*Via Turntable Times*

## UP, SP WOULD RETAIN 98% OF RAIL NETWORK AFTER MERGER

Union Pacific Railroad and Southern Pacific Lines will retain 98% of their current combines 36,000 mile route system if their planned merger is completed. The plans, the first concrete indication of the companies' post-merger operating intentions, call for cutting 782 miles of track in eight states.

"This is consistent with what we said earlier, when the merger was announced," said John Bromley, a UP spokesman. "We need the capacity. This will put to rest any speculation (about larger cutbacks). It is less than people expected. The vast majority are relatively short pieces of railroad we can abandon because we have a better route and improved connections."

Among those endangered segments are two mainline routes used by SP in Colorado and Kansas. Post-merger traffic from those lines would be funneled over existing UP and SP routes. One heavily used line on the block is 173 miles of SP's route through Tennessee Pass in the Colorado Rockies, which handles East-West traffic. That route, which has some of the steepest grades of any mainline U.S. railroad, would be retained if the merger is not consummated, according to Lawrence H. Kaufman, an SP spokesman.

The Tennessee pass line would be needed because it is the route SP uses for domestic double stack freight and other shipments that cannot fit through the Moffat Tunnel, located along another SP route through the Rockies.

The other route in jeopardy is across Kansas and Colorado that is maintained and operated by SP but owned by UP. A total of 162 miles of that line could be eliminated, including 40 miles at the east end near Herington, Kansas, and 122 miles in the western portion about 25 miles east of Pueblo, Colorado.

Another lengthy segment is 93 miles of SP's so called Modoc line south of Klamath Falls, Oregon, which is used as a shortcut for east bound lumber traffic. That traffic could move over UP instead after a merger.

The information was made public in order to meet legal requirements that shippers and other interested parties have three years' notice of potential changes in rail lines' status.

That is done through the announcement of changes in the "system map," a document railroads are required to file with the Interstate Commerce Commission.

"We could have waited (to file changes in the system) until the merger application is filed," Mr. Bromley said. "In the merger application time frame we are talking about filing by Dec. 1, we felt it was necessary to get this set now and make it part of the application."

Other candidates for abandonment include:

In California: Reno Junction-Peavine, Whittier Junction-Colima Junction, and Melrose-Magnolia (all UP).

In Utah: Little Mountain Branch (UP and Welby-Magna (SP).

In Kansas: Newton-Whitewater (UP).

In Texas: Troup-Whitehouse (UP); Suman-Bryan, Cypress-Navasota, Victoria-Placedo and Seabrook-San Leon (all SP).

In Louisiana: Lake Charles-Iowa Junction (UP).

In Illinois: Barr-Girard and DeCamp-Madison (UP).

*Via CBOT Transportation Newsletter*

## SOUTHERN PACIFIC BULLETIN- SEPTEMBER 26, 1995

*From Daniel S. Dawdy's Cyborspace World Railroad*

The following announcement is being released today by Union Pacific and Southern Pacific following an important agreement reached with the newly merged Burlington Northern Santa Fe Corporation:

September 26, 1995 -- Union Pacific and Southern Pacific railroads today announced a comprehensive agreement with Burlington Northern Santa Fe Corporation to preserve and intensify rail competition following the UP/SP merger. Under the agreement, BNSF will be able to serve every shipper that is served jointly by UP and SP today. In addition, UP/SP and BNSF will grant each other further rights which will create new competitive routes in a number of markets. The agreement calls for nearly 4,100 miles of track-age rights and line sales between UP/SP and BNSF. It guarantees strong rail competition for the Gulf Coast petrochemical belt, U.S.-Mexico border points, the Intermountain West, California, and along the Pacific Coast.

"As part of our merger proposal with Southern Pacific Lines, we promised our customers that we would bring strong rail competition to every point that loses a two-carrier option," said Dick Davidson, Union Pacific Railroad Chairman. "This agreement backs up that

pledge," he said. As part of the agreement, BNSF will not oppose UP's proposed acquisition of SP. "Manage of our customers had requested that BNSF be selected as the competitive choice," Davidson added.

"After taking the terms of our agreement with BNSF into account, we're confident we can show a net annual benefit from our proposed merger with SP exceeding \$500 million," Davidson said. Under the agreement, UP/SP will share more than 3,800 miles of track with BNSF under trackage rights and sell more than 335 miles of track to BNSF. The line sales portion of the agreement would total about \$150 million. Trackage rights are a contractual arrangement which allow one railroad to operate its trains with its own crews over the tracks of another railroad in exchange for a per mile fee. They are a proven means of providing effective rail service.

"The combined UP/SP competing against the Burlington Northern Santa Fe will benefit rail customers through shorter routes, faster schedules, extensive new single-line service, elimination of capacity bottlenecks, improved car handling at terminals and cost efficiencies," said Davidson. The competitive agreement covers the following regions:

West Coast-Intermountain

#### **Burlington Northern Santa Fe**

BNSF will operate over SP and UP lines between Denver, Colorado and Oakland, California. BNSF will serve Provo, Geneva, Salt Lake City and Ogden, Utah; Reno, Nevada and various other intermediate points. BNSF will operate over both UP's "Feather River" route and SP's Donner Pass line.

BNSF will purchase UP's "Inside Gateway" route in Northern California between Keddie and Bieber, linking its Oregon lines with its California network.

BNSF will serve the Oakland-San Jose area via UP trackage rights.

BNSF will improve its access to the Port of Oakland over SP trackage rights.

UP/SP will work with BNSF to assure uninterrupted rail service to the Ports of Long Beach and Los Angeles while the Alameda Corridor project is constructed.

#### **Union Pacific/Southern Pacific**

UP/SP will have trackage rights in Oregon over BNSF between Bend and Chemult, Oregon to connect eastern Oregon and Washington with the SP's I-5 Corridor linking the Pacific Coast.

UP/SP will gain overhead trackage rights over BNSF's Mojave to Barstow, California line.

BNSF will enter into a proportional rate agreement with UP/SP over the Portland Gateway which will allow UP/SP to compete with BNSF on Business originating or terminating in an area extending from Montana west and from Canada to the Columbia River and destined to or originating in an area extending from Oregon to West Texas.

#### **Texas-Louisiana**

BNSF will operate over UP between Houston and Brownsville, Texas.

BNSF will be granted trackage rights on SP's line between Houston and Iowa Jct., Louisiana near Lake Charles. The remaining SP line east to Avondale, Louisiana near New Orleans from Iowa Jct. will be sold to BNSF, with UP retaining full trackage rights. This will give BNSF a through route between Houston and New Orleans, where the lines of UP and SP are parallel.

BNSF will gain access to major petrochemical plants at Mont Belvieu, Baytown, Amelia and Orange, Texas.

BNSF will operate over various UP and SP routes in Texas, including

San Antonio-Sealy, San Antonio-Eagle Pass, Taylor-Round Rock and Waco-Taylor-Smithville.

UP will sell its Dallas-Waxahachie line to BNSF, but will retain exclusive rights to serve on-line customers.

#### **Houston-Memphis**

BNSF will operate over SP between Houston and Fair Oaks, Arkansas and over UP between Fair Oaks and Memphis, Tennessee. This will give BNSF a through route between Houston and Memphis.

#### **Access**

BNSF will grant UP/SP improved access to the BNSF Chicago-Kansas City line at points west of Chicago; and to dock and port facilities in Superior, Wisconsin and Portland, Oregon.

The proposed agreement will be submitted to the Union Pacific Corporation Board of Directors at its regularly scheduled meeting on Thursday. The agreement will go before the Southern Pacific Rail Corporation Board of Directors, also meeting on Thursday. Union Pacific, a subsidiary of Union Pacific Corporation, plans to file its merger application with the Interstate Commerce Commission by December 1. A decision is expected next year.

*Via the Internet Connection. For those of you with World Wide Web access you can see the news the instant it happens.*

### **EDITOR:**

*Perhaps some of you have wondered why we cover the BNSF and UP-SP mergers so much. This is only the beginning of the changes in railroading that will occur during the rest of this century. You need to be informed of how the railroad world is changing. Also, I need articles (hint - hint).*

## DURANGO & SILVERTON DERAILMENT STRANDS TOURISTS

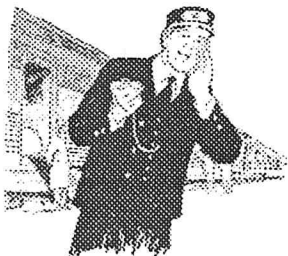
The derailment of the Durango & Silverton narrow gauge railroad on September 18 stranded more than 500 people for up to six hours. Officials said the two front wheels of the engine pulling 11 cars and carrying about 300 people derailed two miles north of Rockwood. Minutes later, another train carrying 200 people in nine cars became trapped behind the derailed train and was not equipped to back up to Silverton in the dark. After a six-hour wait, the 500 passengers were loaded into a third train that took them to Rockwood to be bused to town. The two buses that arrived had a total capacity of 100, leaving 400 people stranded.

Earlier, crew members left the train and passengers, saying their shifts were over. "At one point, two crew members walked down the aisle with their duffle bags and said 'we can only work 12 hours' and were leaving. I'm assuming that they all left", said Harley Neff, a tourist from Hawaii. "They told us that another crew would be coming and that they would take care of us."

The remaining 400 people were loaded back onto the train and taken back to the Durango depot. The train arrived back at 12:40 am.

Passengers were refunded half of the cost of a round trip, \$21.35.

*Via Northwestern Chapter's North Western Limited.*



## TRACKS AHEAD

**Nov. 18, 1995**

Visit to the Transportation Center at Pueblo, Colorado. A how-to at Mr. Webb's G gauge layout in Visita, Calif, travel to the Manitou and Pikes Peak Rack Railroad.

**Nov. 25, 1995**

See Paraguay by rail. A how-to with the Micro-Train story. Travel with Milwaukee Road 4-8-4 #261 and meet the railroad hostesses.

**Dec. 2, 1995**

Visit the Renssaler Monde Railroad Club (HO), See how Wayne Wesolowski built the Lincoln Funeral Train. A tour of the New Hope and Ivy Tourist Railroad and a reflection on Electroliner history.

**Dec. 9, 1995**

Visit the Apalachicola Northern Railroad in northern Florida. A how-to with Bob Board's S Gauge layout in Lancaster, Pa, travel the McKinley Trolleys in Dallas and meet people in the railroad advertising field.

**Dec. 16, 1995**

A trip to the Iowa Traction, See the Browning Plantation's live steam at a bed and breakfast near Houston, Texas, visit the Henry Flagler Museum in Palm Beach, Fla. And see the Tankhannock Viaduct, the largest concrete span in the world.

## AMTRAK

Amtrak took in total revenues of \$684.7 million during the first nine months of FY 1995 (through June), while expenses totaled \$1.4 billion, producing a net loss before subsidies of \$720.9 million. Of its 14 "product lines," including Metroliner service, only special trains had an operating profit. Amtrak has come up with a "customer satisfaction index" (CSI) based on recent passenger surveys. In June the Inter-city Business Unit had an overall

CSI of 83 out of a possible 100, the Northeast Corridor 79, Amtrak West 88 and Amtrak as a whole 82. Amtrak is still pressing its plan for earmarking one-half cent of the existing gas tax for an Amtrak capital trust fund, a provision included in the Senate's Amtrak re-authorization bill.

Amtrak President Thomas Downs told employees last month that the low level of Federal operating support anticipated for this fiscal year may force further cuts in service. Anything less than the \$260 million requested by Amtrak "means some further adjustments, but we just don't know where yet," he said.... Downs also reported that Amtrak would go over the final offers for Northeast Corridor high-speed trainsets with the three pre-qualified bidders, and the board would review the offers by November. Amtrak must also determine how much of the cost can be funded through borrowing and how much will require government funding.

**ALL  
ABOARD  
AMTRAK**

The first two Viewliner sleepers have finally been delivered! Cars 62000-62001 were deadheaded from Hornell to Buffalo and added to the eastbound *Maple Leaf* to Albany. There, they were added to the westbound *Lake Shore Limited* to Chicago. Since there was also a deadheading Heritage coach on this train, the train had a 21-car consist (so much for the 18-car limit!). At Chicago, one car was sent to Washington for an incredulous management to finally see.

*Via Philadelphia Chapter's Cinders*



## METRA MOVES AHEAD ON NEW COMMUTER LINE

Construction has begun on the first of 10 Metra passenger stations for the new commuter line on 52 miles of the Wisconsin Central Railroad. The station at Buffalo Grove will have parking space for 413 cars.

The new commuter line will provide service between Antioch and Union Station in Chicago. Service to O'Hare will be available with a change of trains.

Communities along the route are preparing to build rail stations, with 11 stations besides Buffalo Grove expected to break ground this year.

According to Metra spokesman Chris Knapton, the commuter rail agency is moving full speed ahead with \$40 million worth of track improvements along the Wisconsin Central route. Construction crews have also started building a track connection between the Wisconsin Central and the Milwaukee West Line that will allow Metra trains direct access to Chicago Union station. Service along the route is expected to begin in the summer of 1996.

*Via Railgram*

## CSX SERVICE LANES

CSX has created the Florence Service Lane from Savannah, Ga. To Richmond, Va. This new lane joins the Chicago to Nashville Service Lane. Joining the service lane concept is the Florida Business Unit service Central Florida and the Cumberland Coal Business Unit based in Cumberland, Md. These units and service lanes operate on their own with cross-functional teams representing areas such



as customer service, dispatching, crew management and car and locomotive functions. The coal unit has increased business by gaining contracts on their own which benefits the entire CSX system.

The Chicago-Nashville Service Lane has been instrumental in re-engineering the process on which the service lane operates. Through the team effort transit times have been reduced and service reliability has been increased. On-time performance has been one of the most notable results of the team concept. For those of us living on the corridor one can almost set your watch by the time the intermodal trains go past Rossville. Crews have been moved in from other areas to help move trains and schedules revised to spread out the train movements to allow for crew rest. Very seldom do you see a train waiting for a crew. Last year there would be as many as three sitting in the Danville area at any one time waiting for crews.

Motive power has become standard with the new C44's on most trains and 4 unit consists on the intermodal trains. GP 38's and 40's show up on many trains but not the hot ones. Also, two units is becoming the normal consist on many movements, except for ore or grain trains.

Work is still needed on the track side of the corridor. In many places maintenance has fallen behind the increase in business. Next year we should see an increase in the track work in the area with the installation of welded rail in sidings and replacement of turnouts. The signal department, as reported, is in the process of replacing the system starting at Evansville. The three year project will be completed when the crews reach Woodland Junction.

## MEETING MINUTES - OCTOBER 19, 1995

### PALMER BANK

Meeting opened at 7:31 P.M., President Larry Prosser presiding. Secretary's report was read and approved. Treasurer's report read by Bob McQuown and approved.

### OLD BUSINESS

The Pumpkin Festival in Rossville last weekend produced a good crowd at the museum Saturday afternoon, but a little slower on Sunday. It is good that the merchants and the Village are asking us to be open for these events...

Large format negatives that were recently donated to the Chapter by Mr. Skinner have been copied, but not yet seen according to Bob McQuown.

### NEW BUSINESS

Lou O'Brien says that he has a couple of surplus switchstands to find a home for. It was mentioned that they could be added to the "switchstand forest" now growing on the back platform of the depot... Rick Schroeder reported that he has replied to an inquiry about the Danville Car Co. by Debra Brill, a descendant of the founder of the Brill Car Co. The DCC is not well documented, but for a short time in early Danville history it manufactured interurban cars... Bob McQuown opened the museum for the Crosspoint group in September and received a nice donation for doing so... Doug Nipper reported on new computer equipment obtained for Rossville; it was also reported that Randy Rippey has donated his old 286 machine, so it would seem that we now have a surplus of computer equipment... The Wabash Historical Society dedicated their caboose, # 2834, at Monticello on October 7.

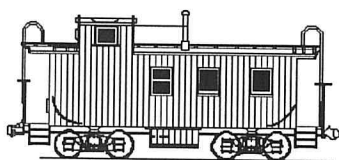
### GOOD OF THE ORDER

Larry Prosser saw trains in the

Atlanta area with remote control mid-train slave engines... Bob McQuown has been showing a fellow, by airplane, where abandoned railroad lines are in the area. The man is interested in reclaiming old ballast... Current issue of Railfan & Railroad magazine has an article featuring the KBSR... There will be no Audio Visual railroad calendars this year, as they did not produce any for some reason.

Meeting adjourned at 8:01 P.M. Slide program given by Rick Schroeder.

*Doug Nipper*



## WHEEL REPORT

**CABOOSE SOCIETY** - The ARCHES is being formed to collect, classify and conserve cabooses. The American Railway Caboose Historical Educational Society, Inc. is being formed by Rich Eichhorst. The organization wants to coordinate efforts of individuals and organizations interested in cabooses and the restoration of same. A museum may be in the future for the organization.

You may become a charter member of the group by sending \$25 (\$20 for senior over 60) to ARCHES, Inc., P. O. Box 2772, St. Louis, MO 63116. The organization may be reached at 314-752-3148.

**NORFOLK SOUTHERN COAL** - Perhaps you have noticed coal trains on the former Wabash through Danville. They are coming from the Williamson, WV area and destined for Peoria or Geneva, Utah. #503/504 are the Peoria trains while Y03/Y04 are the Utah trains. They have run on the average of 2 days a week

thus far and on a very irregular schedule.

**C & E I 129 LIVES** - The former Chicago and Eastern Illinois SW7 #129 lives in Kentucky now. The Tennessee Construction has the red/white/blue unit at Millard, Kentucky. #129 was built in 1950 and renumbered to #1205 when the Missouri Pacific acquired the railroad. It was sold to the BR&L as #186, then to St. Joe Zink as #6, then to the above construction company. If you are in the area stop and get a shot for us. (R. Scrivner)

**IC TRAIN TO THE GAME** On October 28 the Illinois Central ran a special train from Chicago to Champaign for the Northwestern - Illinois football game. The company business car was led by E-unit #101. The train unloaded passengers on the siding across from the Abbot Power plant and then was turned on the wye track north of the station. They backed down to the track again and waited for the fans to return. Since the UofI lost to the Wildcats the ride back to Chicago must have been a long one for the UofI fans on board. Hope many of you got photos.

**GM SWITCHER** - The switcher that has been at the GM Powertrain plant in Tilton has been moved from the property and into the ex-P&E Hillary yard. D0069, in blue and white, has spent several years at Tilton. Its destination is not known at this time but we assume to another GM plant.

**SANTA FE POWER ON BN** - The Santa Fe power is being spotted on various parts of the former BN system. SD75M's have been seen in Minneapolis. The GE's and 12 ATSF GP-7's have been assigned to the Twin Cities region. Four are in Minneapolis, four in Fargo/Dilworth area and four in Grand Forks. The locals are having a field day.

**CN POWER ON THE UP** - Internet reports state that the UP has leased 20 SD40's with another 10 to be

leased soon. 5017, 5030, 5032, 5064, 5082, 5105, 5129, 5139, 5179, 5214 and 5224 were first to arrive at Superior, Wi. 5046, 5080 and GP40's 9313, 9314, 9316, 9317 were interchanged in Chicago on the 15th of October with 5038, 5048 and 5054 delivered on the 19th. Yet to come are 5000, 5008, 5207, 5216, 5217, 5220 and 5222 with GP40's 9304, 9306 and 9309 to follow. What part of the system they will be assigned to is not known.

*Via Internet Sources*

## FRISCO ENGINE TO MOVE TO C & I M

Work began in early November to prepare to move ex-Frisco Mikado No. 1352 from a factory siding in Riverside, Missouri to the C & I M in Springfield, Illinois for storage and possible restoration. A work session was being organized by Ted Lemen to get the engine ready for departure. Work on the engine during the next two months includes repair of a coupler carrier and draft gear on the tender, replacement of a broken coil spring on the pilot truck polishing of axles and brass, renovation of Hennessy lubricators and stringing straight air on the locomotive to allow movement in freight trains.

Volunteers began work on the weekend of November 3-5 under the direction of steam mechanics Pat Cravens, Tom Mayer and Glenn Hopkins. The factory is located on the south side of State Route 9, about two miles east of Parkville, Mo. in the Intercontinental Engineering-Manufacturing Corporation. Release is required and no admittance without being on the approved list. Call Ted Lemen at 708-830-2818 for map and more information.

## CONRAIL

Doublestack trains begin rolling across Pennsylvania: Conrail's first doublestack intermodal train rolled across Pennsylvania on September 7, 1995. The rail move culminated a three-year, \$97 million project to improve the state's main rail freight network to accommodate doublestack intermodal trains.

Overhead clearances on Conrail's route from western Pennsylvania through Pittsburgh, Johnstown, Altoona and Harrisburg, to Reading and the rest of eastern Pennsylvania, were increased to a height of 20'8", either by lowering the railbed or raising the height of overhead obstructions. Work had to be done at more than 130 different locations, including several major tunnels and many highway bridges.

The Port of Philadelphia will be able to handle doublestack trains by the end of the year. The first westbound doublestack train - TV11 - departed Newark, New Jersey around 7 pm on September 6. The first eastbound doublestack train - TV2M - left Chicago at 8 pm on September 6 on its way to Morrisville, Pennsylvania. Other TV trains may be rerouted through Pennsylvania include TV-1, TV-3, and TV-12.

Super Service: Conrail achieved in the month of May what no railroad has achieved before with the exception of peak periods, zero defects in United Parcel Service shipments. This is also a first for Conrail setting a new standard for intermodal performance by helping UPS deliver 30 million packages on time! UPS is Conrail's largest intermodal customer and performance has been in the 99 percent range since the beginning of the year and it was that last few tenths of a percent that were hard to reach.

*Via The Mainline*

## SOUTHERN PACIFIC ON THE SANTA FE (BNSF)

Last month we reported that the Southern Pacific was already exercising their rights to move trains to the former Santa Fe mainline between Kansas City and Chicago. They began operations with four daily trains operating on the new route. Some restrictions apply to the service. The maximum length is 7000 feet, the SP must maintain 3.5 HP/ton, no empty stack wells or flat cars or manifest cars on any trains and all stacks must be carried on the head end with conventional cars on the rear.

By the end of October 6 trains may be operating on this route. The SP crews that were maintained at West Quincy have been moved to Fort Madison, Iowa. They change crews at the depot. Trains that have been operating over the SPCSL between Chicago and St. Louis will be moved to this new route.

With the horsepower requirement stated by BNSF, the trains have been operating with 6 units or more. As a result extra power is being maintained in Liberal, Kansas to be added to eastbound trains. A recent trip to Springfield revealed two SP trains now running about 45 cars compared to over a hundred in months back. Perhaps the business is now going via the ATSF route.

SP hopes to get the trains over the line in around 12 hours. A trip to the Santa Fe early in October revealed that the BNSF is having difficulty getting their trains to Fort Madison in 12 hours. Two west bounds were going dead before they reached Chillicothe, the original crew change point. At least with the double track there is the option of running around trains. Keep your camera ready, your next trip to Galesburg will reveal a new tenant on the former Santa Fe.

## IDOT SUPPORTED TRAINS MIGHT DIE AT YEAR'S END

The sand is running out of the hour glass for Illinois-supported Amtrak passenger trains. Unless the Illinois General Assembly approves a supplemental appropriation of \$2.5 million this fall, drastic reductions in Illinois Amtrak passenger train service will take place on January 1, 1996. Currently, the Illinois Department of Transportation (IDOT) provides financial support to operate Amtrak passenger trains on rail corridors between Chicago and Milwaukee, Carbondale, St. Louis and Quincy.

In June, Governor Edgar announced that the State of Illinois would assume the full cost of operating state-supported passenger trains until the end of 1995. In effect, the state's

entire annual budget for fiscal year 95/96 would be spent in six months in order to keep the trains rolling. IDOT hoped that the time gained would give the federal government an opportunity to sort out its financial problems and establish a budget for Amtrak.

Amtrak's financial problems are still far from solved, however, and the Illinois Department of Transportation will have to cut off funding for the state supported trains on January 1, 1996, if a special supplemental appropriation is not passed by the general assembly.

Ken Bird, Illinois Rail President, urges chambers of commerce, institutions, business and everyday citizens in Illinois to contact their state representatives and senators immediately in order to let them know that rail passenger service is important.

"Silence and apathy from the gen-



eral public will result in a loss of trains," Bird said.

The Department of Transportation has been exploring other options as a means of maintaining rail service in the state. The Railgram has learned that IDOT is considering purchasing used passenger cars and locomotives from Amtrak for use on rail corridors within the state. The equipment, recently retired by Amtrak, is currently stored at the rail carrier's huge maintenance facility at Beech Grove, Indiana. State officials have already inspected the equipment, and negotiations are underway to consummate the deal. If IDOT does own the cars and locomotives used on state's rail corridors, maintenance of equipment would likely be contracted out.

In order to lower the cost of operations, IDOT is also considering contracting out food service on corridor trains. The state estimates that private contractors could deliver food service much cheaper than Amtrak, with annual savings expected to be nearly \$500,000.

*Via Illinois Railgram*

## **OFFICIALS SAY** **NORTH-SOUTH** **RAIL MERGER** **SPECULATION** **RAMPANT BUT OFF** **TRACK**

While new hints of additional railroad mergers surface almost daily, there is no apparent enthusiasm for a north-south merger linking Canada, Mexico and the United States. Most speculation has focused on the future status of Consolidated Rail Corp., though merger rumors also have swirled around Kansas City Southern Railway.

Another prospect that has been mentioned is a merger more closely

linking the North American Free Trade Agreement countries that would include Kansas City Southern, Gateway Western Railway and Wisconsin Central Transportation Co. However, key industry officials and analysts said there is no indication any such deal is in the works.

Edward Burkhardt, president of Wisconsin Central, said, "There's nothing to that. Those are interesting things to speculate about, but there is nothing under way. We don't connect with Gateway Western," he said. "We have no significant freight flow with Kansas City Southern."

A shipment moving from industrial Ontario to the Gulf of Mexico over those three railroads also would require participation of a Canadian carrier, a Chicago switching railroad and Southern Pacific. If there was traffic to move, cargo would have to travel almost 1,000 additional miles on those companies' rails than via a more direct route through Detroit or Port Huron, Michigan, over a Canadian carrier and Illinois Central.

Another commercial factor is track speed on the two routes. Passenger trains operating at speeds over 70 miles an hour use the IC tracks and CN North America's lines in

Michigan and Ontario. KCS, WC and Gateway Western have lower track speed limits.

Merrill Lynch securities analyst Mike Lloyd said, "Mike Haverty (president of KCS) is trying to fix problems in-house. I don't think another railroad merger is on his mind. His first project is to get a chunk of Southern Pacific. Why pursue a deal until you see whether the SP strategy will work?"

Asked about a north-south merger, Gateway Western's president Reilly McCarren, said, "Little Gateway Western doesn't have the megabucks to put that deal together. A north-south trade route has been talked about as the coming thing for a long time. It hasn't quite arrived. There is no market for it today. The real question is whether there is a market tomorrow."

Scott Flower, an analyst for Paine Webber, said, "The market's attitude is that the (KCS) stock has run up on merger mania. KCS is viewed as having a route system with value to larger Class I railroads. The market is already imputing that it fits into another route system. Comments from management indicate that it is interested in running the property as a railroad."

*Via CBOT Transportation Newsletter*

### **1996 DUES ARE DUE!**

In this issue should be your renewal notice for 1996 NRHS dues (if the mailing made it to us). Due to computer problems the NRHS is behind in mailing the notices. We have kept the portion that must be returned to the national with your dues. Please send your check for \$26 to Treasurer Allen Cooke as soon as possible. Renewal notices for museum members and those belonging to other NRHS chapters are also enclosed. If you joined after September 1, 1995 you should not be receiving a notice of renewal. If we goof and send you one just let us know.

Send your check to Treasurer, Danville Junction Chapter, NRHS, PO Box 1013, Danville, IL 61834-1013. Membership cards will be sent to you in the following issue of the *DANVILLE FLYER*. As always, the cutoff of membership is the last of March 1996. The sooner you return your check the easier it will be on Allen. We look forward to having you as a member again in 1996.