

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 \$10.00 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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COMING EVENTS

October 17, 1992

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

Oct. 24/25, 1992

O Scale and Large Scale Train Meet, Boone Co. Fairgrounds, Lebanon, IN.

Oct. 23-25, 1992

Monticello Railway Museum Ghost Trains, departs nighttime from downtown Monticello.

November 7 & 8, 1992

Annual Model Railroad Show at College Hills Mall, Normal, IL.

November 21 & 22, 1992

Model Railroad Show and Swap Meet at Westville High School. Mark your calendar now.

July 28 to August 1, 1993

NRHS convention in Chicago.

NEXT MEETING

The October meeting will be at the Palmer American National Bank at Main and Vermilion Streets beginning at 7:30 PM. The fall model show, coming in November, will be discussed. We need help this fall

and are looking for volunteers to man the show on the two days. The program this month will be presented by Allen Cooke. Allen and friends attend the annual steam days at Boone, Iowa. He will present a slide show of the steam tractors and the railroad that operate in the area.

We welcome a new member to the museum. Douglas Butzow of Box 29, Wellington, IL is an engineer with the Iroquois County Highway Department, a model railroader and railfan.

We wish to congratulate Mr. David L. Berner of Urbana for 25 years of membership in the N.R.H.S. Dave recently received his pin from the national offices. Next year the

chapter will be 25 years old and those that were charter members at that time will also receive their 25-year pin.

THE DANVILLE JUNCTION CHAPTER 25 YEARS OF PRESERVING RAILROAD HISTORY

A lot of large volunteer organizations across the country have many years of history under their belts, but for one chapter of the NRHS to reach 25 years of service is always a landmark event. In keeping with tradition the Danville Junction Chapter will celebrate its reaching of this milestone in 1993. Special articles for the **FLYER** are planned, and hopefully several special events will take place, including the 1993 NRHS Convention just 120 miles to the north in Chicago.

If you have anything you would like to do to celebrate, or would like to have your remembrances printed in the Flyer, please let President Sherrill or Editor Schroeder know about it now. Plans for a special spring trip will be discussed before this year is out. The museum will take advantage of the occasion by obtaining extra free publicity. A great deal is in the works for 1993, please plan on taking part in **YOUR** Chapter's 25 year party!

THE LATEST ON THE 3985

The Union Pacific's elegant yellow passenger consist will be left on the west bank of the Mississippi this November when the "Challenger" crosses the river and into CSX control at Memphis. CSX plans to use its own cars on the train. They have also scrubbed all public passenger excursion operations, only the Santa

Claus Special over CSX's former Clinchfield line will haul passengers. A contributing factor is that the all-CSX consist might not provide enough seats to make either the one-way or the round trip excursions paying propositions for the sponsoring clubs. The "conversion" of UP 3985 into Clinchfield 676 would take place in Memphis as soon as the engine enters CSX territory. *Via Ties & Tracks*

ILLINOIS CENTRAL EARN'S COST OF CAPITAL

Illinois Central was the only Class I railroad in the United States to earn its cost of capital last year, the Interstate Commerce Commission has reported.

The ICC put the industry's cost of capital last year at 11.6 percent. The IC, the Commission said, earned 15.2 percent.

This is the second consecutive year that the IC was the only railroad to earn its cost of capital.

The closest any other railroad came to earning its capital cost was the 9.3 percent reported for Kansas City Southern. The next highest return was 7.1 percent for Chicago & North Western, followed by 6.5 percent for Santa Fe, 6.0 percent for Norfolk Southern, 4.0 percent for Soo Line, 2.2 percent for Florida East Coast, and 1.7 percent for Union Pacific.

Overall, the nation's 13 Class I railroads earned less than two percent last year, with five railroads reporting losses - Burlington Northern, Conrail, CSX Transportation, Grand Trunk Western and Southern Pacific Transportation Co.

The ICC pointed out that eight of the 13 railroads - including all five that reported losses - incurred special charges last year totaling \$3.7 billion on a pre-tax basis. Almost \$2.2 billion of those charges were accounted for by severance pay. Most of that occurred because of last year's labor contracts which resulted in reductions in the size of operating crews.

Although the ICC considers any railroad that earns its cost of capital to be revenue adequate, most economists believe a railroad can be considered revenue adequate only if it earns its cost of capital over the entire course of a business cycle.

In determining rate of return, the ICC considers acquisition cost instead of predecessor cost. In the IC's case, this results in significantly reducing the carrier's investment base recognized by the ICC.

Via Rail News Update

SANTE FE 3751

On September 9 and 10 the Sante Fe Railroad operated steam to Chicago. For those of you that were able to get off work it was well worth the trip to see her.

I had decided to take a couple of days off. Work has been the pits all summer and I decided that for two days I would spend my time watching the Sante Fe and of course a steam locomotive.

Thursday dawned cool and bright and I left early to get to the Sante Fe southeast of Lacon to do some train watching prior to the 11:00 AM arrival of the train. Of course, as usual, no trains. From 8 until 11 I, along with three other railfans, stood on the bridge in a cold wind, waiting for anything. At 11:00 we began to hear, via radio, that #3751 nearing our location. The train had crossed over to be on the south track at Chillicothe. As a result the photo opportunities were not as good as planned. She came by trailed by



two of the new Dash 8-40C (#844 behind the steam engine) and about 10 cars. After parting shots I headed for the truck and the quick trip to Lacon to cross the Illinois River. Into Lacon I slowed down in case there was a local cop around and behold, down the road, was the flashing lights with a car load of railfans pulled over. Better them than I.

At Chilli I decided to head for Edelstein Hill and bypass the crowd at the depot. I joined the crowd of about 20 on the curve at the bottom of the hill about 45 minutes before the train departed. The owner of the home nearby has cut the brush and grass to allow unlimited view of the curve. At the same time they erected wire around their yard further uphill and posted "no trespassing" signs. As railfans continued to arrive several would cross the fence. We would watch and cheer as the wife of the owner came down from the house and chased them out.

By the time the train came, about 12:20 PM, there were about 100 in the photo line. What a great shot as she came steaming around the curve and up the hill. After the train passed many began the chase to Iowa but most of us just stopped and listened as she worked the train up the hill.

After the crowd had left I decided to go to near the top of the hill and wait for Amtrak, running about 45 minutes late. I did catch my first shot of the new GE units. Really sharp.

My plans were to go to Galesburg and the Sante Fe and BN area. I headed west to a bridge located about 8 miles east of Galesburg. At this location there is a curve to the west, signals below the bridge and hotbox detector to the east. Two other railfans were there and we caught the wb "Q" train plus one eastbound. They left and I waited for two more trains. With very little radio talk on the Sante Fe it is difficult to find out where the trains are.

I left for Galesburg and looked around the BN. I caught one SP train moving onto the Quincy main with two units and 21 cars, not much business for the SP. Over to the Sante Fe I caught two more trains. Next a motel and then supper at the BN waiting for the California Zephyr. After they left I watched an inbound and out bound train, one with 3 new BN units and a GM rebuilt unit dead in tow.

The next morning was again cool, but the sun and lack of wind made it warm up in a hurry. I started east along the Sante Fe and like usual missed a train while crossing under the railroad. Time was spent again at the same bridge, this time catching 5 trains in the span of 2 hours. One was a Wisconsin electric coal train with one SD-40 and two of the new Dash 8-40C's. The third eastbound intermodal train was passed at that location by a westbound double stack. Great action in a short time. I left that location and headed for the hill. As usual, nothing for hours. Even Amtrak was running 6 hours late. By 2 PM I gave up and headed back for Decatur. Even with vacation for two days I had to work Saturday morning on some plans for draftsmen the next week. The price one has to pay.

Will the Sante Fe run again in 1993? No one knows yet, but I suspect they will. The train ran on time, even ahead of schedule, and was apparently a great success. Look for #3751 to run for the 125th anniversary of the Sante Fe.

PAINTED AND REBUILT LOCOMOTIVES ARRIVE

The W&LE has received two units back from the VMV shops in Paducah. The two units are both GP-35 units, and they are the first

units to wear any sort of W&LE paint scheme. The units are painted bright red with a yellow band around the middle of the body, and have a yellow frame stripe with black trucks. Lettering consists of the letters "WLE" in the yellow band and a large "W" on the nose. Having seen pictures of the units, they look real attractive but could use some improved lettering or silver trucks. At any rate, they are a welcome and colorful addition to the regional scene in the area. Rumors say that the current W&LE management is mostly pleased with the scheme but may make some modifications. We know that one of the units is the #2662, but the other unit # is still not known.

Via The Mainline

THRALL SELLS CARS TO TEXAS UTILITY

Thrall Car Manufacturing Co. has announced the sale of 250 aluminum double tube coal cars to City Public Service of San Antonio, TX.

Production of the first 125 cars has begun at Thrall's plant here. This order follows an order from Wisconsin Electric Power Co. for 375 cars currently being built here.

The patented double tub car is a 120-ton capacity gondola with twin longitudinal tubs located at either side of a steel center sill. Designed for standard rotary dump unloading, the car combines high capacity with a low center of gravity and fully-riveted construction.

Via Rail News Update

GATEWAY WESTERN

The Gateway Western is becoming more of a Santa Fe railroad every day. The influx of C-truck power is being seen with SD 45/40-2 and C30-7's on many trains. the ex-Amtrak SDP40's area also showing up.

The new 800 series Warbonnet's are coming through on a coal train once a week that unloads at the Cahokia Marine terminal. The power from the 100 loaded cars returns the next day on #233 to get the big power back to the western part of the system. The Mitsui stack train runs from Kansas City every Wednesday as K100 and returns late the same day or early the next day as E101. The power is the Warbonnet EMD and GE units or blue and yellow GP-60's. The train usually runs in mid-day.

At Sherman, a siding just south of Jerseyville, spring switch and signals have been installed at the south end. Pleasant Hill has a similar installation. In Jerseyville the train schedules are as follows: No. 322 goes south about 4-5 PM, 233 is north from 5-6 PM. They meet at Sherman about 50 percent of the time. No. 268 is still intermodal and in the late PM with 332 around 3-5 AM.

Terry Cook.

ROADRAILERS TO MAKE TRIP TO AUSTRALIA

Wabash National Corp. has received an order for 74 RoadRailer trailers from Australia.

Australian National Railways is buying the equipment and has acquired exclusive rights to operate and manufacture the system in Australia.

This is the first firm order for commercial quantities of

RoadRailers to be placed in service outside of the United States, said Lawrence J. Gross, president of Wabash's RoadRailer Division.

"This order is a substantial commitment on the part of the Australian National to the RoadRailer system," added Billy Hedrick, RoadRailer's vice president-international. "It is the culmination of a very extensive

technical and commercial testing program. This program proved that the RoadRailer system can bring a significant savings to transport operators in Australia."

RoadRailers are highway trailers equipped with both rubber tires for highway operation and steel wheels for direct operation on rails.

Via Rail News Update

RAIL BUFF OR SPY?

Recently a railfan was caught photographing new motive power in the Canadian Pacific Rail yard near Windsor. The new power was the GMD SD-70's and the employee worked for General Electric, a rival builder.

The CP security escorted the photographer off the property and took down the license number that was later traced to the GE employee. GM has called the practice spying as the motive power is new in direct competition with GE. The employee said that he was only a railfan taking pictures of new motive power, like all railfans do. GE has stated that they knew the employee was a fan but that there was not any spying being done to their knowledge.

GM has stated that the new motive power has a new set of computers and electronic brakes and some other features that "we don't want GE to know about". The spokesman stated that "We don't know what GE is doing and we don't care. Usually your railfan takes photos from public property and does trespass on railroad property." (We aren't to sure about that. Ed.)

In recent years GE has been outselling GM in the locomotive market. For years GM sold the majority with GE a distant second but new motive power and better financing plus delivery time has placed the US maker ahead of GM. Maybe GM should be more interested in what GE is doing instead of the statement noted above.

RAILROADS WOULD RETAIN RADIO FREQUENCIES UNDER SENATE MEASURE

Railroads would be permitted to continue using the same radio frequencies they now use for at least the next eight years, under legislation that cleared the Senate last week.

As part of a Commerce, State, and Justice appropriations bill, the Senate adopted a provision prohibiting the Federal Communications Commission from assigning new technologies to microwave frequencies already occupied by railroads and utilities unless the agency ensures they will not interfere with existing users.

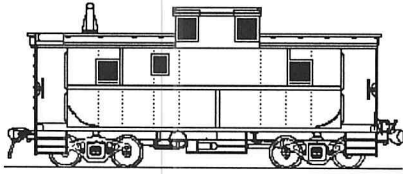
The measure, sponsored by Senator Ernest Hollings (D-S.C.), prohibits the FCC from assigning the frequencies to other users for at least eight years, unless it first ensures that those technologies will not interfere with existing users. After that period, the FCC could require the relocation of existing users only if there is alternate frequency available and the petitioner is willing to pay all the costs of moving to a new frequency.

In offering the amendment, Senator Hollings said it became necessary due to the FCC's "blatant disregard for the legitimate concerns" of railroads and utilities.

Railroads and utilities strongly opposed the efforts by some promoters of new communications technologies to take over their current frequencies on the two gigahertz band.

Via Rail News Update





WHEEL REPORT

TRIPLE CROWN ROADRAILER, proposed service between Chicago through Pittsburgh to Newark now will interchange between Norfolk Southern and Conrail at Bucyrus, OH, rather than in Pittsburgh area as previously reported.

WHEELING & LAKE ERIE is no longer involved in service's routing. Train will use new terminal at former Rutherford Yard of Reading near Harrisburg to add or drop sections providing service between Hagerstown and Portside Yard in Newark.

CSX GP40 6573 (former Western Maryland 3798 - last unit painted in WM red, white and black scheme) has been retired due to alternator and traction motor problems.

Via The Lake Shore Timetable

Member Bill Darner recently heard an interesting remark on the local railroad radio. Apparently a train, he wasn't sure if CSX or NS, was trying to get across at the North Yard crossing. After attempts to get the dispatcher to get across the words came over the radio, "Bob Barker, where are you when I need you?". Enough said.

UNION PACIFIC, APL and Chicago and North Western Railroad's new "Pacific Eagle" high-speed double stack train between Chicago and Los Angeles has a 98 percent on-time performance during the first 6 months of operation. The high-priority train is offering various sizes of containers to meet customers needs. The train operates Monday through Friday and offers 3 day service between the two cities. Door to door service is offered to cities in Indiana, Illinois, Kentucky, Michigan, Ohio and Wisconsin from the Los Angeles in both directions. *UP Info via Chicago Chapter*

CSX recently derailed #795 at Brewer Yard. The train derailed about 12 cars and destroyed most of the south yard lead and ladder track. For several days only two tracks were in service. Over the past two weeks they have been unloading several wrecked ADM cars in the yard to trucks. Cause of the derailment is not known.

In other CSX news "No trespassing" signs have been erected at the south end of the yard next to the safety sign. Brewer is now a "Safety Zone" and visitors are not wanted.

SOUTHERN PACIFIC has completed the lease of the IC's intermodal yard in Chicago. The Illinois Central has begun the revisions at its Markham Yard on the south side of Chicago. One of the former humps has been removed and the construction of a new intermodal facility has begun. The IC and the SP will share the present facility until 1993 when the new yard is completed. The SP will pay \$5.5 million to the IC to cover the lease and another \$7 million to purchase the facility when the IC moves. *Via Traffic World.*

THE BURNS HARBOR SHORTLINE RAILROAD has ask the ICC to allow it to acquire and operate some rail property at Burns International Harbor, Indiana. Specifically, Burns Harbor wants to acquire the rail lines, including a line that crosses Conrail's terminal and main tracks, so it can connect with the Chicago, South Shore and South Bend and the Indiana Harbor Belt.

The Indiana Port Commission and several industries in the area want the Burns Harbor to operate as a competitive alternative to Conrail. Conrail usually offers poor service to shippers at excessively high rates, the Port Commission said. While rail service is expected to increase when operations start up it should be fewer than three additional trains a day, Burns told the commission. *Via Traffic World.*

AMERICAN PRESIDENT LINES has shifted its handling of containers bound for eastern Canada from Port of Seattle (WA) to Vancouver (BC), where boxes are loaded onto

Canadian National double-stack trains bound for Toronto (ON) and Montreal (QU). According to APL and CN officials, all-Canadian routing will save one to three-days transit time over previous routing via Union Pacific and Norfolk Southern through Lake Shore Land to CN at its Buffalo (NY) gateway. *Via The Lake Shore Timetable*

CP is negotiating with its operating unions to expand RoadRailer service to Montreal and St. Therese (QU) from Toronto. Reduced two man crews currently operate RoadRailer trains from NS in Detroit (MI) to Toronto's Lambton Yard five days a week. CP hopes to begin operations to General Motors plant at St. Therese during summer 1992. *Via Lake Shore Timetable.*

NORFOLK SOUTHERN may help finance the purchase of the Conrail lines in the Danville area. Recently the NS Marketing Department was in town to look at the lines around Danville with the plan to purchase the lines (finance) and have a shortline operator run the system. NS would provide the accounting service as they do with other shortlines under the Thoroughbred Program. The group spent two days in the area and the prospect looks good. No word on the shortline operator yet although we still hear the Pioneer is the top runner.

1993 CHICAGO AND EASTERN ILLINOIS CALENDARS are in stock now. Bob McQuown has a stock of the new calendars that will be sent to C&EI HS members soon. Contact Bob at the next meeting for your copy and see the display at the sale table at the November show. Speaking of the C&EI the decals for the caboose are available soon. Contact member Bob Gibson of Princeton, Indiana for more details.

NORFOLK SOUTHERN recently began operation over a new bridge over Missouri Route 115 just west of I-270. I spent several weeks on the rail portion of the project with the last week being 4-18 hours days. Work was completed on Friday and the following Monday NS made the cutover. During the 18 hour sessions we were held up

for train traffic. The Kansas City line runs several trains, as many as 16 a day. Spotted in the consist was NS 4641, one of the Operation Lifesaver units, several SP units along with CSX and GT. Triple Crown sped by each day and the intermodal stack trains were a daily sight. Not a bad place to be, but after a while, especially 18 hours, who cares. For the St. Louis area fans the new bridge will be a great place for train shots, especially westbound, on the big fill and new bridge.

CN INVESTING \$3 MILLION IN REMOTE CONTROL SYSTEM FOR YARD LOCOMOTIVES

CN North America will invest \$3 million this year to begin implementing the latest version of a locomotive control system that will enable yard employees to couple cars in freight yards via remote control.

By operating a small portable control box with a radio link to a computer on board the locomotive, an employee can control all functions of the locomotive from speed and direction to ringing the bell and shining the headlights.

"There are a number of elements which make our system much more advanced and innovative than others," said Greg Hutt, assistant chief of transportation for CN. "For example, a function called 'pitch and catch' enables one employee to transfer, via an electronic signal, the control of the locomotive to a second employee.

"Another exciting feature is voice response," he added. "By simply pushing a button on the backpack, an employee can hear, via the radio link, a digital synthesized voice stating the current status and condition of the locomotive." The system also includes computerized speed control.

In addition to saving time and making coupling smoother, the system has already shown it can increase the number of cars handled per hump assignment. A simpler version has proven itself reliable for switching cars at CN's Symington hump yard in Winnipeg for more than a year.

Via Rail News Update

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

NORFOLK SOUTHERN

NEW POWER ON THE WAY

NS has ordered 50 new Dash-8-40C from General Electric for delivery during the 3rd quarter of 1992. The units are expected to be numbered #8714-8763. They will most likely be equipped with the standard cab and nose, as well as wear the usual NS black paint scheme.

In addition, NS has also ordered 4 SD-70 units from EMD, also for delivery during the 3rd quarter of 1992. These SD-70 units will be some of the first of the new model of the replace-



ments for the SD-60 model. Meanwhile, the order for 50 SD-60 units from EMD is reported to have been cancelled as a result of the above noted order being placed for new units with GE.

OPERATION LIFESAVER UNITS: NS units wear special lettering in addition to the usual black NS paint scheme. In addition to the original unit painted, GP-60 #7140, GP-59's #4640 and #4641 are now also painted. There is some rumor that a fourth unit will be done, but this remains unconfirmed as yet.

TRIPLE CROWN ROADRAILER SERVICES TO EXPAND: With the continued success of the NS's RoadRailer operations, NS is now expanding into East Coast markets by obtaining run-through agreements with Conrail. The RoadRailer trains will be handed to East Coast terminals over Conrail from various Conrail/NS interchanges. The trains will use Conrail crews but it is not yet known if they will change power or operate with run-through NS units.

Interchange point for Roadrailer trains coming from the south is reported to be Hagerstown, Maryland, but more interestingly, it is reported that the interchange point for trains coming from the west is to be Bucyrus. The RoadRailer trains coming from NS's Bellevue-Columbus line will interchange to Conrail's ex-PRR mainline at Bucyrus, and then head east from there. This should become a very interesting operation and we will keep you advised as we learn more details.

Via The Mainline

AMTRAK RELEASES NEW ROUTES STUDY

On July 6 Amtrak submitted a report entitled "Evaluation of Service to Area Presently Not Served" to both the House and Senate Commerce Committees in accor-

dance with the 1990 Amtrak Re-authorization Act.

The Report states that "implementation of the routes evaluated would represent a major expansion of Amtrak's system, reaching new metropolitan areas with over 11 million residents currently without Amtrak service. Amtrak cannot, however, given its scarcity of capital...and the operating subsidies initially required, presently consider implementing such a route expansion on its own."



The routes covered in the Report are listed below:

- Vancouver-Los Angeles
- Vancouver-Portland
- North Coast Limited route
- Seattle/Portland-Denver
- Denver-Oklahoma-Dallas
- Twin Cities-Kansas City
- Kansas City-Omaha
- Chicago-Green Bay
- Chicago-Milwaukee-Madison
- New York-Allentown-Harrisburg
- Cincinnati-Columbus-Cleveland
- New York-Tennessee-Atlanta
- New York-Charlotte-Columbia-Florida

Previous studies were also summarized in the Report:

- Jacksonville-New Orleans
- Pioneer and Desert Wind via Wyoming and Iowa
- Texas Chief
- Chicago-Florida
- Boston-Portland

To get a copy of the 121-page report, write Amtrak Public Affairs, 60 Massachusetts Ave., NE, Washington, DC 20002.

Via Wisconsin Chapter

NEW CAR ORDERS JUMP DURING QUARTER

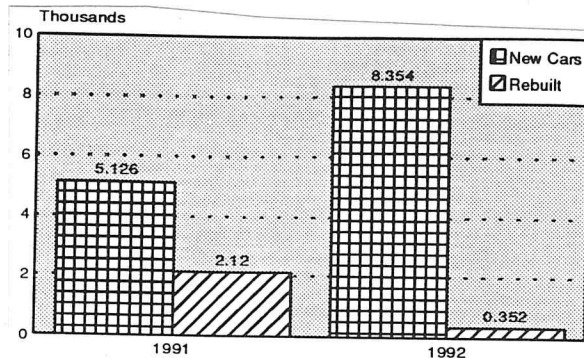
Orders for new freight cars during the second quarter of this year jumped 63 percent from the comparable period in 1991, the AAR and American Railway Car Institute have reported.

A total of 8,354 cars were ordered during the April-June period this year, up from 5,126 ordered during the comparable period in 1991.

For the first six months of 1992, a total of 16,775 new cars were ordered, up 53 percent from the first half of 1991. Orders for rebuilt freight cars, however, were down 83 percent for the quarter and 81 percent for the first six months.

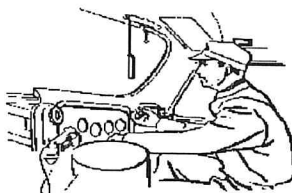
Deliveries of new freight cars were down less than 1 percent during the second quarter, from 6,003 in 1991 to 5,962 this year. For the first six months of 1992, deliveries were down 14 percent from 1991 as 10,622 new cars were placed in service.

A total of 74 locomotives were delivered during the second quarter, down one-third from the 111 delivered during 1991's second quarter.



The backlog of new freight cars on order but undelivered stood at 15,367 on July 1, up 56.7 percent from the backlog of 9,806 reported July 1, 1991. The backlog of orders for rebuilt cars stood at 1,369 on July 1, down 35.4 percent from a year earlier.

Via Rail News Update



MORRISON KNUDSEN BEGINS WORK ON METRA RAILCARS

Morrison Knudsen Corp.'s \$4 million renovation of the old Pullman Standard plant in the Pullman area of Chicago is completed, and the first passenger railcar is in the shop for rebuilding, a spokeswoman said. By the end of the year, Metra, Chicago's commuter railroad, is expected to deliver all 140 "Highliner" railcars to be rebuilt under a contract awarded earlier this year to Morrison Knudsen. Construction of new cars will follow.

The \$379 million Metra contract, which required Morrison Knudsen to establish a facility in the Chicago area, was challenged unsuccessfully in court earlier this year by Bombardier, Inc. of Montreal and Local 719 of the United auto Workers. Morrison Knudsen is expected to complete the first four rebuilt railcars in February or March 1993, said Dede Ryan, public relations manager for the Boise, Idaho based company. "Over 1993, they will be finished at a rate of four or five a month," she added.

Construction of 173 new wheelchair-accessible railcars for Metra is expected to begin in the second quarter of 1994, Ms Ryan said, and be completed at a rate of eight to 10 a month. The steel frames for the cars are being imported from Sumitomo Nippon Shariyo of Japan, but the assembly work is being done at the Chicago facility.

Morrison Knudsen faced stiff competition for the Metra contract from Montreal-based Bombardier, which planned to do the work at General Motors Corp's Electro-Motive Division plant in LaGrange, IL, if it had been the winning bidder. Local 719, whose members would have

worked for Bombardier at the Electro-Motive plant, filed suit, claiming Metra had violated its own bidding practices in awarding the contract to Morrison Knudsen. Bombardier joined in that suit, but a Cook County Court judge upheld the contract award. Morrison Knudsen's Pullman plant only has 25 workers now, but employment should reach about 100 by next March or April, Ms. Ryan said. By the time construction of the new Metra cars gets under way in 1994, staffing should be at 300, she added.

The 30-worker target is being reached more slowly than the company originally projected. When William Agee, Morrison Knudsen's chief executive, spoke at a press conference in February, he said the plant would hire up to 300 workers by October 1993. It was also indicated that the workers would be unionized. But at this point, there is no union representation, Ms Ryan said.

Via CBOT Transportation Newsletter

THE RAILROAD INN

The Railroad Inn was built in the 1920's as a roadhouse but also served as a flag stop during the era when this part of Glenview was nothing more than "the boonies." In fact, the Inn, a few truck farms, a brickyard, and the Curtis Wright Airfield were about the only things around. At that time, the Glenview train station was not yet constructed, and the nearest train station along the then-Milwaukee Railroad line was in Shermerville (now Northbrook). If a patron at the Railroad Inn was in need of transportation by train, he would grab the ever-present flag, stop the train, and hop aboard.

The latest proprietors have made a commitment to good food at reasonable prices in an atmosphere which compliments the Inn's name and the view of the Soo Line tracks which are clearly visible through the large picture windows which dominate the front of the restaurant.

The owners have decorated the restaurant with railroad lanterns,

model trains, rail-themed oil paintings from local artists, and scores of railroad photographs, advertisements, and artifacts of bygone times.

Service is friendly and the food is excellent. (Try a half-pound hamburger, the outstanding baby back ribs, or the juicy prime rib.) The desserts are home made and tempting. Best of all, the prices are well within reason.

The Railroad Inn also provides live entertainment (in addition to the trains outside) on Wednesday, when Jazz is performed, and on Friday and Saturday evenings, when a piano and banjo duo play and lead sing-alongs.

The *Pioneer* editor visited the Railroad Inn recently and chose to write this review because all of our members will enjoy an evening at this terrific place. The Inn is at 1816 Lehigh Ave. in Glenview, only a mile north of the Glenview Metra station. Call (708) 724-9865 for more information.

Via *The Pioneer*, Chicago Chapter

CSX NEWS

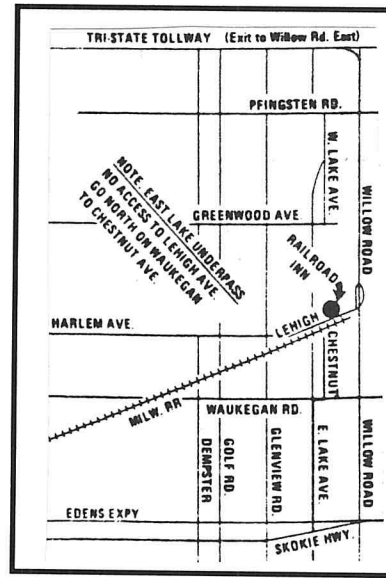
CSXT, like all other railroads, is working toward lowering the operating ratio. In 1991 the railroad had an operating ratio of 88.7 (ratio of operating expense to operating revenue) and for the first quarter of this year the ratio has dropped to 87.4. The goal is for a ratio of 80 by the end of the year.

The leader for many years, and the railroad all others are trying to catch, is Norfolk Southern. For the first

quarter of 1992 NS astounded the analysts with a ratio of 74.8, down from 82 during the same period last year. Just as the other railroads were heading for the ratio of 80, NS came in with a new target to reach. The Union Pacific is the only railroad close to the figure of 80.

CSXT has announced that the consolidation of the RF&P into the CSXT

system has saved \$25 million so far since April 1. There is a better flow in the east coast rail system. The dispatchers have been moved to Jacksonville and other consolidations are being made. The Byron Park terminal Shop at Acca Yard will be used to consolidate all of CSXT's roadway work equipment repairs.



EDITORS THOUGHTS

This fall we are approaching our start of 25 years of service to what is called "The Illiana" area. Like all editors, the publication is a lot of work that sometimes we wonder if anyone reads. In the 25 year history of the chapter there has been only 4 editors, Asa Edwards, Ed Davis, Doug Nipper and myself. I'm not sure why I have lasted so long, maybe because I know that probably no one else would take over. But then again, like all of life, there is someone there to take charge when you are gone.

I'm not resigning, don't get me wrong. It may sound crazy to say this but I really enjoy producing the *FLYER*. I do get comments from others and this is the rewarding part of the job. When I hear that the first thing a member does is to sit down and read the *FLYER* cover to cover I must be doing something right.



I can always use help, especially with articles. Whatever you may have seen or been to I and the rest of the members, would like to know. As we start our 25 years I would like to call on many of you to jot down your memory of what was going on 25 years ago (some may be to young) even if you weren't in the area and with the Chapter. After all, your thoughts are part of history and that is what we are here for.

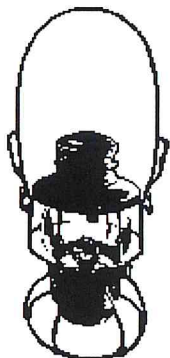
Rick

SHORTLINES

Word has come that the KCS has offered to purchase the MidSouth Railroad. This ex-ICG line was sought by the IC a year ago and now another carrier that connects in Louisiana is apparently interested.

Remember Nov. 7 and 8 the UP Challenger #3985 will operate into St. Louis. This is the same date as the Normal show and the NRHS Board of Directors meeting. The locomotive will be in our area this December on the return trip and in the county next summer during the Chicago convention.

THE MUSEUM still needs work before winter. There is painting to do on the south and east sides. Some tuckpointing needs to be done before winter as well as setting the train order signal. Your donation to the installation of the train order signal would be greatly appreciated.



INDIANA RAILROADS - A LIST OF EACH AND THEIR MILES

Conrail - 1427
 CSX Transportation - 1061
 Norfolk Southern - 841
 Indiana Hi-Rail - 172.1
 Indiana Rail Co. - 166.07
 Central Railroad Company of Indiana - 136
 Soo Line Railroad - 94
 Chicago, South Shore and South Bend - 78
 Grand Trunk Western - 78
 Toledo, Peoria & Western - Railroad Co - 61
 Kankakee, Beaverville & Southern Railroad - 59.2
 Elgin, Joliet & Eastern Railway Co - 46
 Hillsdale County Railway - 34
 Terre Haute, Brazil and Eastern Railway - 33
 Indianapolis Union Railroad Co - 25.8
 Madison Railroad Division of City of Madison - 25.8
 Indiana & Ohio Railway - 19.3
 Whitewater Valley - 19
 Amtrak - 18
 J. K. Line, Inc. - 18
 Algiers, Winslow and Western Railway - 16.05

Pigeon River Railway - 14.2
 Indiana Harbor Belt Railway - 13.27
 Kokomo Railroad - 1.3
 Poseyville & Owensville Railroad Co. - 11
 Central Indiana & Western Railroad Co - 9
 Louisville, New Albany & Corydon Railroad - 8
 Southern Indiana Railroad - 5.45
 Indian Creek Railway - 4.55
 Logansport & Eel River Short Line Co. Inc - 2.2
 Port Authority of Auburn, Indiana Railroad - 1.4
 Muncie & Western - .75
Via Dayton Ties & Tracks

Wabash #1189

It is August and the Wabash Railroad Historical Society is ready to depart with the dedication train at the Monticello Railroad Museum. The Chapter caboose, #2428, is bringing up the rear of the consist. The black and white you see does not do the locomotive justice, see it for yourself at Monticello.

Photo by Rick Schroeder

