

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, 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 1993

Our 25th Year

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Cooke Business Forms, Inc.
John Cooke Sr., Honorary Member

MEMBER: Illinois State Historical Society
Association of Illinois Museums and Historical Societies

Volume 25

October 1993

Number 9

COMING EVENTS

October 21, 1993

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

November 6-7, 1993

Model Railroad Show and Swap Meet at College Hills Mall, Normal, IL.

November 20, 1993

NKP 587 IU - Purdue excursion from Indianapolis to Bloomington, IN. \$39.50, ITM, PO Box 83, Noblesville, IN for more info.

November 20-21, 1993

Chapter Model Railroad show and Sale at **Westville High School, Route 1 in Westville, IL. 10-6 PM and 11-5 PM**, contact John High.

December 5, 1993

Annual Christmas dinner to be held at the Pizza Inn, corner of Williams and Gilbert Street at the Conrail tracks. Time: 1-5 PM, Program.

June 20-26, 1994

NRHS Annual Convention, Atlanta, GA. See article this issue concerning possible steam locomotives for 1994. Start planning now as this will be another great convention.

NEXT MEETING

Fall has arrived and once again the railroad show is on the horizon. The October meeting will be held at the Palmer Bank, corner of Vermilion and Main Street in downtown Danville on October 21 beginning at 7:30 PM.

Discussion will center around the upcoming Model Railroad Show that will be held in November. We need help in planning for the show and will be asking for individuals to help. The museum is now closed for the season and we need to finish the work on the train order signal, get some painting done and begin the fall work on the model railroad.

This month's program will be presented by member Bob McQuown. This past summer Bob and his daughter went to England. He will give us a slide show of his trip.

Idaho member Mike Vice is planning for a long distance slide show for the annual Christmas dinner. This will feature railroads of Idaho and New Mexico. Even the wives should enjoy the scenery.

MEETING MINUTES - SEPTEMBER 16,

1993

PALMER BANK

Meeting opened at 7:32 P.M. President Larry Prosser presiding. Secretary's report read and approved. Treasurer's report read and approved.

OLD BUSINESS

Due to absolutely no response from the Central Indiana & Western, there will be no caboose trip on that line. We will also not be sponsoring a charter trip on Wabash 2824 at the Monticello Railway museum. It will be running on Railroad Days this weekend... No word on the new sign for Rossville, maybe by next season... Patches and decals featuring the new Chapter logo have been made and are for sale at Rossville... Only one day was missed, according to the sign-in sheet, at the Rossville museum this year.

NEW BUSINESS

Calendars are in and were sold at the meeting. A few left at \$7 each... John High reported on the November model railroad show: 0 dealers and 4 layouts signed up so far. Need another source for tables this year, will not use junk from Georgetown again. Will try Amory and perhaps the Danville Civic Center. Allen reports the new manager of the latter

would like us back, tables would be a gesture of good will towards that goal. More advertising will be done this year. Show Committee will meet in two weeks... Christmas Banquet will be at Pizza Inn once again this year. Larry will reserve and have firm date for us next month... Nominating Committee will be appointed next month.

GOOD OF THE ORDER

Dave Sherrill reported on the Chicago Convention. A little disorganized but pretty good otherwise. Meeting adjourned at 8:01 P.M. Slide program by Jess Bennett.

LAFAYETTE RELOCATION

Last month I brought you up to date on the Springfield relocation. Now lets move to Indiana and see how the relocation of CSXT and NS is coming.

Around the Fourth of July the contractor encountered the old Wabash and Erie Canal in downtown Lafayette along the Wabash River. Over the past few months the preservationists got involved and last month the canal was fully excavated from the Route 26 bridge north for about 1500 feet. This exposed both timber walls located about 40 feet apart. Several individual areas were excavated to see how the wall was constructed and to locate artifacts in the area. Survey and photography crews came in and recorded the canal. A report is being written and will be submitted to the government by the end of September. After a three week review it is hoped the word will come back that filling of the canal can begin and work on the roadbed can resume.

The rest of the project is moving slowly. At the south end, between Smith Street and Lafayette Junction, contractors are grading and placing sewers under the corridor and the

Muncie Div. of NS for drainage. In several areas poor soil has been encountered which is requiring extra work.

The bridge over Wabash Street for CSXT has been erected but not finished. Work north by the depot is suspended all the way to near Cincinnati Street. Just south of the new Harrison Street bridge additional contaminated material was removed requiring the placing of 14,000 cubic yards of sand fill. North of Harrison Street the former Canal road has been removed and excavation and drainage structures work is being preformed.

The original schedule called for cutover of CSXT in November. However, at this time there is no point in the corridor ready for sub-ballast and then trackwork. This will not occur until late October with cutover not expected until spring.

Meetings will begin soon with the relocation authority and Norfolk Southern for the future segment 5 that is planned for 1995 and after. Plans have been submitted for the Wabash and Ninth Street underpass structures for the future Norfolk Southern alignment. It is hoped that these will be ready for bidding next spring.

CTA GREEN LINE REHABILITATION

The CTA is asking for preliminary interest and qualification submittals from consulting engineers for the planned \$300 million rehabilitation of the Green Line, slated to begin in late 1994.

The Chicago transit agency is requesting the qualifications so it may begin the selection of consultants to design the work. The entire line will be reworked from track structure to bridges, elevated portions, electrical propulsion systems and control systems. Consultants will

be given about 5 mile segments of the system to design all phases of rehabilitation. Architectural contracts will be given out for station rehabilitation and design. The CTA hopes to have the consultants selected by this fall and begin design by the first of the year. Plans are to shut the line down in late 1994 and reopen the rehabilitated line in 1995. The entire line will be rehabilitated at one time.

The Green Line begins at Harlem station, located in River Forest, just north of Oak Park. The line goes due east to the Loop eventually heading south parallel to State Street, branching off at 58th Street for Englewood and University on the south side. For those of you that travel up the Dan Ryan the Englewood line is the high bridge crossing the Dan Ryan and then paralleling the west side for about 2 blocks.

Many firms will be submitting proposals for the work, including the firm that employs your editor.

NORFOLK SOUTHERN NEWS

Over the past year Norfolk Southern has been constructing a new intermodal yard in Kansas City. This new yard will handle trailers, containers, TripleCrown, and new automobiles. Opening of part of the yard is planned for October of this year with the remainder to be completed by next spring.

Upon completion of the yard, and opening of the line at Hannibal, the railroad is planning to add another autorack train along with another TripleCrown train. A new container train may be added by late winter or next spring. Business on the Springfield line will become heavy by next year as the new yard gets up to speed. NS is going after the bridge route business from western railroads at Kansas City.

Danville will see the installation of welded rail on the double track between Eldan, 4 miles east of town, to NT Junction, 3 miles west of Tilton. In early September the railroad began laying out rail on the westbound main with plans to lay-out rail on both tracks during the fall. The schedule of the rail crew is not firm at this time. Rail laying began on October 4 east of Voorhees Street.



Design work on the signal system in Springfield has begun. The Atlanta office is preparing the plans and will begin ordering equipment within a month. Iles tower is scheduled to become remote from the yard office around March of next year. This winter crews will begin burying cable for the planned cutover. NS will control the new interlockings to be known as Iles, north crossovers about 600 feet south of Iles Avenue, and Hazel Dell, the south crossovers about 1500 feet north of Hazel Dell Road.

The Southern Pacific, as well as NS, is planning to install electrocode on their railroad. The systems will be connected together at both locations and the SP dispatcher in Denver will "see" the position of all turnouts and trains. The section between the two interlockings will be triple track and both railroads will be able to use each track as necessary. The Decatur Dispatcher will control the interlockings and tracks between both. SP, IC and GWRW trains will contact NS dispatcher by radio for routing through the area. Plans still call for complete cutover by July 1, 1994.



RAILCAR REPAIR AT MONTEZUMA, IN

Construction Services Co. of Rockville, Indiana has announced a new division that will undertake railcar repair and provide service to a variety of clients in the Wabash Valley region.

The new site will be developed by Construction and Services Co. in Montezuma on a site leased from C&S Grain Co., a former CSX rail yard. In addition to the repair tracks there will be facilities for short-term storage of more than 300 railcars. The business is expected to employ 15 people by the end of the first year and up to 45 full and part-time employees by the end of 5 years.

Plans are to repair damaged grain and fertilizer cars along with box cars and gondolas. Eventually the company hopes to get into repair of wrecked cars. Last year C&S Grain received a diesel locomotive for use in grain loading. The company has made an agreement to use the locomotive for moving cars around the new company.

The new business will help the economy around the Montezuma area of the Wabash Valley. Ground-breaking was held in the former CSX yard on August 23. CSX will serve the facility on its branch line from Hillsdale and the connection with the former C&E line.

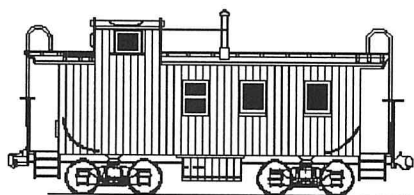
From Parke Co. Sentinel via John Fuller

RAILTEX 22ND OPERATION

RailTex has begun operation on its 22nd railroad, the Grand Rapids Eastern Railroad, Inc. The 44 mile line was purchased from the Central Michigan Railroad and runs east along the Grand River from Grand Rapids to Ionia, Michigan.

Amway Corporation in Ada, and American Bumper and Gen Corp. in Ionia. An interchange is made with CSXT and Conrail in Grand Rapids and the Mid-Michigan Railroad at Lowell. Carloadings are expected to exceed 3,500 annually. Dennis Kling has been named general manager of the operation and one full-time crew will provide the service five days a week.

Via Progressive Railroading.



WHEEL REPORT

RAILROAD CARLOADINGS increased by 1.2% in this year's first six months, and revenue ton-miles rose by 3.4%. But intermodal traffic continues to set the pace, posting a 7.1% gain. Railroads move more than 3.47 million trailers and containers during the first 26 weeks of 1993, an increase of more than 230,000 trailers over the comparable 1992 period.

TRUCKER EARNINGS declined during the first quarter of this year. Large common carrier truckers reported a 5.6% increase in operating revenues during this year's first quarter, but operating was down 22.4% and the new income was down 31.3%. The ICC, whose report covers 100 trucking companies, attributed the decline in earnings to operating expenses that rose faster than revenues, and to the adverse weather in March. The average operating revenue for those truckers rose to 97.2% compared to 96.2 a year ago. J. B. Hunt and Schneider have announced a price increase effective October 1 due to the increase in fuel tax that takes effect on that date.

HOW ABOUT SOME NEWS? *Your editor is always looking for news, especially from our members. How about dropping me a note about what is happening in your area, be it prototype or modeling. I look forward to your notes in the mail.*

THE AMERICAN EUROPEAN EXPRESS is dead. The 13-car pool of equipment which has seen service on the New Georgia Railway around Atlanta, on CSX business trains, and on the ill-fated George Bush presidential campaign trains, is up for sale. Service was suspended on October 15, 1991 after the wreck in Indiana. The Georgia Building Authority is apparently handling the matters of the sale.

NRHS MEMBERSHIP stood at 17,428 regular and 3,591 spouse members as of August 4th. This is a net gain of 650 members over 1992.

FOR MICHAEL JORDAN FANS that have been to his new restaurant on North LaSalle in Chicago you have been in a historic railroad building. The prior incarnation was as Irland's Sea Food House, but prior to that it was a street railway artifact.

It was built as a power house for the cable cars of the North Chicago Street Railroad Company, which began service March 26, 1888. It drove the cable for the downtown loop and LaSalle Street tunnel under the Chicago River. Electricity was also generated for the lighting of the tunnel, and a stable was upstairs. Cable operation ended on October 21, 1906.

The building originally fronted 100 feet on LaSalle and 113 feet on Illinois Street, but the LaSalle side was cut back and the front restored when the street was widened. The boiler room in the back was also removed to make room for the Illinois Street sub-station, placed in operation in 1910, to convert power for the electric streetcars. *Via NRHS NEWS.*

THE GATEWAY WESTERN suffered another blow on September 6 at the Mississippi River crossing near Louisiana, Missouri. A year ago a barge hit one of the piers and moved it out of line. Repairs were made and the bridge placed back in service. Now, after the flood, the bridge has been hit again by barges. This time a group hit one of the spans and moved the span 5 feet south off of the pier. While the crews were trying to get the barges free one broke loose and hit the second span. The second span was damaged, bent in the middle.

The GWWR is looking at about 2 months out of service at Louisiana plus major dollars in expense. A consultant from out east has been brought in to determine damage and solution. Presently the GWWR is detouring on NS west of St. Louis to get to Kansas City.

No decision has been made on the location where the Missouri River changed course. The 2000 foot, 70 foot deep gap, is still out and may be replaced by a bridge. The cost of putting the Missouri back to its original channel may be more than a bridge. Federal funds will be available for the GWWR as well as other railroads.

CONRAIL'S locomotive fleet totaled 2,139 units at the end of August consisting of 1,865 road units and 274 yard units. Ninety units have been leased with most going to the Southern Pacific and 66 units were still in storage. Next year Conrail plans to order 30 GP60M's from EMD plus a possible order of four AC-drive units. All new units and rebuilt units on Conrail are equipped with flashing ditch lights that activate as they approach grade crossings. The railroad is planning to equip older units as funds allow. *Via Cinders.*

STEAM ENGINE LISTING is available for those of you that subscribe to CompuServe. The compendium titled "1400 Surviving Steam

Engines in the United States" is updated as of May 7, 1993 and is listed with a file name of STEAM 2.TXT. Most steam engines are in California with 164, followed by Pennsylvania with 119, Colorado with 60, Illinois with 51 and Missouri and Texas with 49. *Via NRHS NEWS*

THE ENGLISH CHANNEL saw the first train through the tunnel on June 20th. The seven car test train passed slowly through the tunnel from France to England, taking about two hours for the journey. Normal travel time will be 30 minutes when placed in full operation. *Via NRHS NEWS*

FLOOD NEWS The second week in September saw the water finally recede below the top of rail at East Hannibal on NS. The railroad began the task of rebuilding the bridges and trackwork in the area up to Hull, Illinois. Work trains were called as of the 14th to work 2-12 hour shifts spreading ballast and placing rock fill. These trains were working in the Hannibal area and over in Missouri.

On September 23 the line to Kansas City was again open through Hannibal. NS had raised the track nearly 6 feet to get above the water level. All of the rain that kept falling during the last two weeks of September saw the line going under a few times, however, trains were delayed only hours instead of detouring. For 8 miles train speed is only 5 mph with track being patrolled prior to each train. All signals are back in service but crews are ready to move should the Mississippi begin to rise again.

Latest news, on October 1 the line was shut down again, this time due to bridge failure. One of the trestles has been found to be sinking and pile drivers were called in to add additional support to the foundation. It is hoped service will resume by the end of the week.

KCS CAPITAL PLANS FOR MIDSOUTH

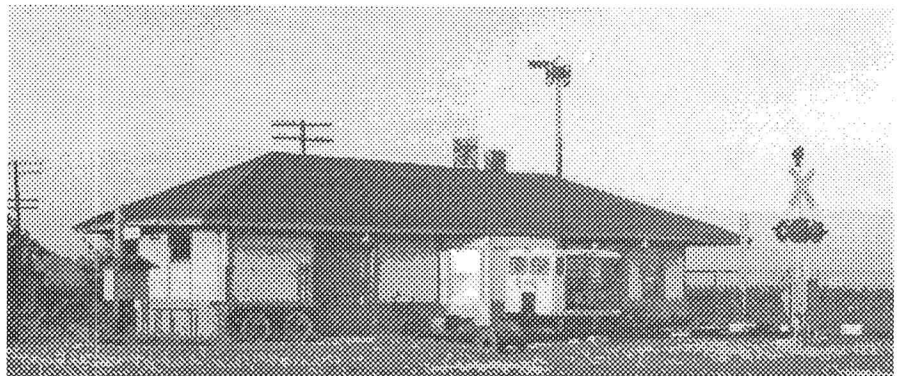
The Kansas City Southern is planning a five-year, \$150 million capital improvement program for the recently acquired MidSouth System of rail lines. The first priority will go to the 320 mile line between Shreveport, LA and Meridian, Mississippi in order to expedite service in the Dallas -Fort Worth to Meridian corridor.

The work will be completed in two years and involves the installation of 160 miles of cwr and the insertion of 340,000 ties along with 300,000 tons of ballast. About 100 new switches will be installed and many bridges will be upgraded. Construction of nine new passing sidings will expedite service.

The systems of SouthRail, MidLouisiana and TennRail will be upgraded over a five year period. Those lines will receive 250 miles of cwr with 735,000 new ties and 325,000 tons of ballast along with upgrade of bridge and switches.

When the program is completed the system will have cwr and adequate passing sidings for a 40-mph operation between Shreveport and Meridian, Tupelo and Meridian and Artesia, Mississippi and Tuscaloosa, Alabama. The rest of the operation will be 25-mph.

Via Railway Age



Next summer, while traveling through Linden, Indiana (located just south of Lafayette) stop and visit the depot museum located adjacent to CSXT at the former crossing of the NKP (NS) line. Not shown in the photo is a NKP caboose that is in the process of restoration. Member Bob Straw is active in the museum.

CLEVELAND BRIDGES

By Rick Schroeder

Over the past few years my company has been involved with Norfolk Southern on various bridge and relocation projects. In 1988 and 89 we were involved with an underpass at Lorain, Ohio. Now we will be involved in the replacement of the East 34th Street bridge in Cleveland. On Sept 13 and 14 I attended a preconstruction conference in the city. Before and after the meeting the NS engineer and I visited the various bridges in the

corridor that will be replaced over the next 5 to 6 years (11 in all).

The ex-NKP line was lowered back in the 1920's and again in the early 1960's, the second being an undercut method. The first project saw the railroad lowered to get under all streets on both the west and east side of town. As a result the railroad was limited in clearance to about 19 feet. With the advent of double stack cars and high autoracks NS started a project a few years back to gain clearance under the bridges.

At first some of the bridges that were reconstructed were raised and then the main project of undercutting began. The problem of sewer lines was the major obstacle encountered by the undercutting project. With the eastbound track being lowered two feet in some locations the sewers and other utilities presented a problem. In one location the top of the sewer was removed and a bridge constructed (under a road bridge at the same time) to set the track on. In many places the track is built on a slab that is the top of the sewer or directly above the utility.

The bridge is located just east of the downtown area and over the two main and "center siding" of NS just west of the "Puzzle" interlocking. It will be a difficult bridge to remove and we will be reviewing the contractors methods for demolition. We will have someone on site during demolition and then the cofferdam construction for the new piers and abutment that will be adjacent to the track. The other tenant in the area is the RTA electric line and the property of the former Cleveland Union Terminal.

During the trip back I had to stop at Findlay, Ohio to see the quarry that is loading stone ballast for Springfield. On the way (being a good railfan) I stopped at Fostoria to see what action was around and get a cup of coffee. In the 15

minutes I was there I caught two CSX trains, NS 182 and TripleCrown #261 with Conrail SD60M 5571 on the point. On to Arcadia I caught intermodal train #206 and after a visit to the quarry I caught two more trains on my way to Ft. Wayne.

Sure is nice having this hobby and getting your milage for chasing trains paid for.

BN SHIPS NISSAN VIA AUTOSTACK

Burlington Northern has begun transporting vehicles for Nissan Motor Corporation in the USA by using the Autostack system of containerizing automobiles. Nissan is the second major auto manufacturer to convert to Autostack on the BN. Ford Motor Co. began using Autostack in March.

Beginning in early July, all Nissan shipments on BN, with the exception of large trucks, were converted from the traditional multilevel rail car to intermodal containers for eastbound line-haul service between Seattle and the Midwest. Upon arriving by ship at the Port of Seattle, Nissan automobiles are loaded into containers at BN's Pier 91 automotive terminal and transported to BN's Naperville terminal near Chicago and CSXT's New Boston (Detroit) automotive terminal, both of which are currently used for westbound Ford Autostack shipments.

"We are excited about the addition of Nissan to BN's Autostack network" said William J. DeWitt, vice president of NB's vehicles and machinery business. "The improvements in transit time from and to the Midwest and the Pacific Northwest using Autostack will give Nissan a much higher level of velocity on much smaller lot sizes."

*Via Progressive
Railroading*

WC COMPLETES FRVR AND GBW ACQUISITION

The Fox Valley and Western, a wholly owned subsidiary of Wisconsin Central Transportation Corporation, took over operations of two Wisconsin short lines August 28.

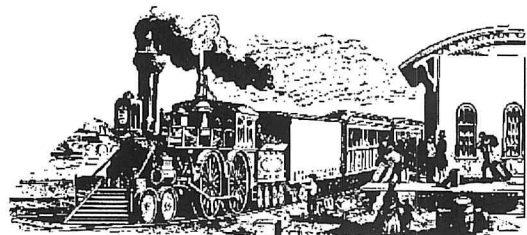
The new railroad began operations shortly after WCTC paid IteI Corp. \$62.2 million for 479 miles of track and other operating assets of the Vox River Valley and Green Bay and Western railroads. The ICC had approved the acquisition December 10, subject to "New York Dock" conditions that protect railroad employees against job or wage

losses for up to 6 years. The last of six arbitration rulings on those conditions was issued on August 27.



FV&W will operate as a separate carrier but has made arrangements with Wisconsin Central Ltd., WCTC's other rail subsidiary, to provide customer service, train dispatching and other administrative services. WC President Ed Burkhardt predicted a smooth startup for the new carrier. "Employees have been trained, computer records are up-to-date, track connections are in place, and we've added 1,400 freight cars to take care of shippers' needs.

Via Rail News Update





It's Railroad Days at the Monticello Railway Museum in the middle of September. Chapter caboose, Wabash #2824 is being added to the rear of the passenger for operation from Monticello to the museum.

NS, CSX SEEK TRACK USE APPROVAL

Norfolk Southern and CSX Transportation are seeking ICC approval of a plan to consolidate some operations and to use each other's lines in parts of South Carolina. Under the plan, NS would allow CSXT to operate its own trains with its own crews over NS's 122 mile line between Columbia and Charleston. NS has also agreed to handle CSX traffic on its trains between the two points.



CSXT will lease NS's line between

Pregnall and Giant, S.C. and switch traffic for both railroads along that line. NS could operate its own trains over CSXT's line between Columbia and Newberry, S.C. CSXT has also agreed to handle NS cars in its trains between the two points. CSXT has also agreed to handle NS cars in trains between Newberry and Spartanburg, S.C.

Via Rail
News
Update



GENERAL ELECTRIC RELEASES NEW UNITS

General Electric, to keep up with and ahead of EMD, has released two new units for testing. GE AC4400CW, #2000 and Dash 9-CW, #1993, will soon be making their way around the railroads of America.

Recently EMD received an order from BN for AC traction power. Testing of units on BN and other railroads proved the cost effectiveness of AC power. Now GE has joined the ranks of the AC builders with the recently released unit. For the last year there has been word that GE would release a 4400 horsepower unit. Testing will now begin with GE hoping for orders soon. The race is on for improved technology, horsepower and fuel efficiency.

The new power is featured in a recent two page ad in the September issue of *Progressive Railroading*. Both units feature the silver - red-white and blue paint scheme, similar to Amtrak. Look for them soon in your town.

C & E I H S NEW BOOK

The Chicago and Eastern Illinois Railroad society has published its spring/fall 1992 issue of THE C&EI FLYER. This issue is a 135 page book entitled "Up and Down the Railroad".

The book is a transcribed original manuscript originally produced by the management of the C&EI RR in 1959. This graphic description covers the entire railroad as it existed at that period of time. The society has added photographs of the various points along the line, trains of the era and included full color maps of the St. Louis and Chicago terminals.

Up and Down the Railroad tells why the railroad existed because it is about the localities and the traffic they generated. Each type of business is covered in each community and the reader can see how the railroad moved traffic. The traffic is the lifeline of the railroad.

For the C&EI fan this book is a must. For the model railroader this book is a great reference to study how the railroad, a small bridge line, generated business to keep it going. As model railroaders many of us try to model the prototype down to the point of traffic.

The book is available from the society for only \$19.95. It may be ordered from Bob McQuown, 26 Woodlawn Drive, RR #1, Bismarck, IL 61814. It includes many photos from the Chapter.



IOWA REPORTS NO LINE CUTS IN HALF CENTURY

For the first time in fifty years, in 1992 there were no rail line abandonments in the state of Iowa. And, according to a release from the Iowa Department of Transportation, it appears as if there may be none this year either.

According to Iowa DOT., 1942 was the last year there were no abandonments in the state. The state currently has 44,360 miles of rail line.

The Iowa DOT noted that a number of lines that might have been abandoned in years past have been preserved or restored to service by short line and regional railroads. It said 1,620 miles have been transferred to these railroads since 1975.

Via Rail News Update

C&NW INSTALLS LAST CWR SEGMENT ON EAST- WEST MAIN

The Chicago and North Western Transportation Co. has completed its long-term project to replace all the rail on the east-west main line with continuous welded rail (cwr). The last segment was laid in early August at West Side, Iowa, on the C&NW's 500-mile Chicago to Omaha high-speed, high-density line.

North Western began major rail replacement on its main line with 136-lb. cwr in 1974. Now that the project is completed, 96 percent of the line is classified at Federal Railroad Administration Class V standards, which allow train speeds up to 70 mph. The railroad claims it is one of the finest rail lines in the central United States.

Via Progressive Railroading

CONGRESS OK'S RAILROAD FLOOD AID

Congress cleared an emergency supplemental appropriations bill last month to aid victims of the Midwest flood. Aid available to railroads amounts to \$21 million - \$11 million for carriers subject to the Local Rail Freight Assistance Program; and \$10 million for other railroads subject to the discretion of Secretary of Transportation Federico Pena.

The American Short Line Railroad Association has identified 13 shortline and regional carriers in need of financial assistance because of damage resulting from the flood. Among them is the Gateway Western, which sustained severe damages, including the loss of a major bridge and a 2,000-foot break in its mainline when the Missouri River broke through a levee at Glasgow, Mo.

Via Railway Track and Structures

ULTRA-LIGHT ROADRAILER PASSES STRUCTURAL TESTS

A new ultra-lightweight RoadRailer trailer has successfully passed stringent structural tests. The prototype 53-ft, Mark V plate-wall, air-ride trailer has a tare weight of 15,200 lbs. This is within 600 lbs. of the weight of conventional highway plate-wall trailers.

The new unit will offer more than 1,000 additional lbs. of payload capacity when compared to the newest 53-ft. high-cube containers. Its interior dimensions are equal to the over-the-road trailer, including unobstructed 110-in. interior height and 101.25-in. interior width as well as a 111.5-in door opening.

The prototype trailer was subjected to forces of 200 tons compression and tension to qualify it for operation in trains of up to 125 trailers in length. The trailer was the first tested on Wabash National's new \$500,000 squeeze-frame fixture.

A pilot fleet of 20 ultra-lightweight vans will be delivered to Triple Crown Services, Inc., as part of its current order for more than 900 RoadRailer trailers. Engineers will monitor the trailers in service to fine-tune the design before starting quantity production in 1994.

Via Progressive Railroading

#1522 OPENED FRISCO MUSEUM

Ex-SLSF 4-8-2 #1522, one of the Midwest's premier steam locomotives, made a exhibition run from St. Louis to Springfield, MO on September 23, departing sponsor Burlington Northern's Lindenwood Yard. At Springfield, the engine participated in the opening ceremonies of the new Frisco Railroad Museum, laid over in Springfield September 24, 25 and 26, and returned to St. Louis on September 27. The special train consisted of the St. Louis Steam Train Association's crew car, a BN baggage car, the lounge car "Chouteau Club" and a short freight consist.

The trip was #1522's third run this year, the first having been the NS steam excursions June 5 and 6 from St. Louis to Centralia, IL, then June 9 to 14 on a special run for BN to Galesburg, IL for their annual Railroad Days.

The locomotive's 1994 season looks bright already. The #1522 has been invited to go to Atlanta for the

RoadRailer

1994 national convention of the National Railway Historical Society, and to pull a revenue consist to, from and at Atlanta. The ex SLSW/ Cotton Belt 4-80-4 #819 has also been invited to Atlanta. Then add the locomotives they sort of expect to be there, like #611, and #4501 (you can always count on Norfolk Southern), also the #290 (the re-work should be finished by then) and #765/#2765 (which has also been invited - Fort Wayne is now discussing getting there with CSX) and you'd have quite a show. Could Atlanta be THE big steam convention we have been waiting for, and that Chicago could have been but wasn't?

Via Ties & Tracks

CSX TRANSPORTATION ADDS NEW OPERATING DIVISIONS

CSX Transportation is adding two new operating divisions, to be based in Louisville and Jacksonville.

The new operating divisions, carved out of the Chicago and Atlanta divisions, will use existing CSX facilities and personnel.

CSX hopes the new divisions "will enhance our capability for quality (by providing) closer attention to details," said Earl Currie, vice president of transportation. "We think that having these new territories will enable us to get closer to our employees, manage more efficiently and achieve higher standards in safety, service reliability and cost control."

Railroad divisions generally are responsible for all operations and track and equipment maintenance over a given geographic region.

Via Rail News Update

TWO RAILROADS EARN COST OF CAPITAL

The Interstate Commerce Commission has found two Class 1 railroads "revenue adequate" for 1992 - Illinois Central (the only railroad found revenue adequate in 1991) and Norfolk Southern. The Commission considers a railroad revenue adequate if its rate on return is at least equal to the rail industry's current cost of capital, which the ICC put at 11.4% for 1992, down from 11.6% in 1991. The cost of capital is determined from a structural mix of the current cost of debt to railroads (7.7%), the cost of common equity (13%) and the cost of preferred equity (4.8%).

According to the ICC, railroads with inadequate revenues are allowed certain rate-making freedoms not given to revenue adequate railroads. These include the ability to raise rates "within a 4% zone of rate freedom," and the imposition of surcharges on lines that carried fewer than three million gross tons of traffic per mile during the most recent calendar year.

Via Railway Track and Structures

SOUTHERN PACIFIC NEWS

As you have read, the former President and CEO of the Illinois Central, Ed Moyers, now has the same position on the Southern Pacific. As with the IC, Mr. Moyers is now cutting jobs from the railroad. Comments from SP employees at Springfield indicate that many have left and more are on the way out.

The biggest news is that the new officers want only revenue trains run. Comments have been made that if a work train is called the person calling of the train may be subject to dismissal. The request stands to reason, the railroad is

cash short and what better way to get revenue in but to run trains. Work trains cost money and therefore they are taboo. At the same time maintenance will suffer and down the road they will pay for it. The only hope is that money comes in quick and then maintenance can begin before the track falls apart.

Recently in Springfield another detour took place. This time the Santa Fe detoured over the Gateway Western to Springfield from E. St Louis. The train arrived on the "airline" at KC Junction and called the operator at Iles to get by the interlocking. Iles operator told the engineer that he did not control the area and to call the SP dispatcher. This was done and after some time the train proceeded north through Springfield.

The crew was on short time and planned to get to Ridgley Tower on the north side of town and get in the siding. At Ridgley they ask the operator "what are the signals we are looking at?" The crew was told it was the south end of the siding and that the dispatcher would talk them by. A call to the dispatcher was more interesting.

The engineer stated he did not know what the signals indicated or where he was. The dispatcher ask to speak to the pilot and the reply was there was none on the train. The dispatcher ask how they got there without a pilot and there was no reply. Apparently the dispatcher decided things had gone this far and talked the crew into the siding.

If you have noticed in the Decatur and Danville area recently SP power has been running through on several trains, mostly #110 in the morning. The power has been spotted several times and is usually in the middle of the consist.

