

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 1994

Our 26th Year

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

MEMBER: Illinois State Historical Society
Illinois Association of Museums

Volume 26

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Number 9

COMING EVENTS

October 20, 1994

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

October 23, 1994

Kankakee Model Railroad Club sponsored show at Governor Small Memorial Park, South 8th Avenue, 9-3, Admission \$2.00

November 12, 1994

American Post 38 Train and Toy Show, First United Methodist Church, 102 N. Chaucey Ave, West Lafayette, IN 10-5, Adm \$1.00,

November 19, 1994

Annual Model Railroad Show and Swap Meet, Danville High School, Jackson and Fairchild Street. See the flyer attached to this issue for details.

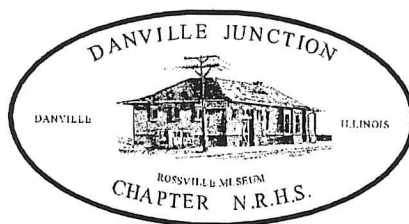
December 4, 1994

Planned date for the Chapter's Annual Christmas Dinner at the Pizza Inn, corner of Williams and Gilbert Street, 1:00 PM.

NEXT MEETING

The next meeting will be held on Thursday, October 20, at the Palmer Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM.

The addition of the new sign on Route 1 has helped attract visitors to the museum. Two days after Labor Day the local newspaper ran an article and photo about the museum. We are officially closed after Labor Day and the newspaper, in their usual course of events, stated we were open until the end of the month. The article drew about 50 to the museum each weekend thereafter and by the end of the month the only visitors were those that



saw the sign on the highway. Each weekend there has been 6 to 10 that visit us.

The work sessions in late September saw tuckpointing and painting of the trim on the building. We still need the gutter on the north, east and south sides painted gray. There is some tuckpointing to do so if you have a day free we could use the help prior to winter.

Coming in November is the railroad show at Danville High School. This will be a one day show this year. The committee has been meeting and will do so prior to the monthly meeting. Table sales has been much better than last year and we have three layouts lined up so far. We need help in setting up and working the show plus advertising ahead of time. We also need volunteers during the one day event to help at the door, sales table and general help.

The program will be presented by Rick Schroeder covering the NRHS convention this summer and some scenes of the last days of Lafayette and progress at Springfield via slides. The November program will be presented by Bill Darnier.

Members have moved. Bob McQuown is now residing at 15 Woodland Drive. Actually Bob didn't move, they just moved the addresses of everyone in the subdivision. Long time friend and member Bob Barker, retired North Yard operator, has moved to the Indianapolis area. Bob lives at 243 N. Peterman Rd, Greenwood, In.

MEETING MINUTES

**SEPTEMBER 15, 1994
PALMER BANK**

Meeting opened at 7:32 P.M. President Larry Prosser presiding. One guest, Susan Lovett, was present.

OLD BUSINESS Larry thanked this year's museum staffers. All days of

the season were covered. Another big thanks to member Bill Pearson for again taking care of the lawn mowing over the summer... The new sign for the museum on Route 1 is up thanks to Bob Gallippi, Bill Pearson and Doug Butzow. As soon as the village reimburses our expenses, a thank you letter will be sent to them... The Model Railroad Show committee met last Sunday. They report 24 tables sold so far. Allen Cooke and John High are meeting tomorrow with DHS Athletic Director. Tables are needed, some will be available from the cafeteria. Next committee meeting will be on October 20th at 7:00 P.M., just prior to the regular monthly meeting at the bank... As projected last month, the Chapter did receive a \$50 donation from the Rossville Progressive Merchant's Association, as contribution toward our rent bill. Thank you letter will be sent.

NEW BUSINESS Work sessions at museum for painting and tuckpointing were set for September 24-25 and October 1-2... Christmas Banquet will be December 4th at Pizza Inn. This is tentative; Larry will know for sure at next meeting... Dave Sherrill will chair the Nominating Committee this year; need volunteers to serve with him... Operating session this Sunday on the layout at Rossville.

GOOD OF THE ORDER Mexican FNM "Super 7" engines have been seen westbound on NS through Tilton... Nickel Plate steamer 587 was through Danville on August 30th on its way to the Monticello Railway Museum, where it will spend the winter in the shop facilities undergoing a six-year boiler shake-down... Conrail is still moving the freight through town; according to Allen Cooke one eastbound had 43 (!) autorack cars in consist, powered by wide-cab Q-boats... Lafayette, Indiana depot is on the move, literally. Rick Schroeder also reports that the cutover to new

track in Springfield, Illinois is now set for October 30.

Meeting adjourned at 8:03 P.M. Video program shown by Larry Prosser.

EDITOR OPERATES NS TRAIN #146

About two weeks ago your editor climbed into the cab of a SD-40 and with two units behind moved 97 cars from Monroe City, Mo. toward Hannibal. Well, it was close to operating the locomotive.

On September 19 Norfolk Southern had their locomotive simulator in Springfield for demonstration during classes for State Police. A three day seminar put on by the State of Illinois covered a trip to the Springfield yard, getting into locomotive and learning how freight cars are handled. As part of the demonstration NS brought in the simulator bus to show students the inside of a locomotive and how it operates.

Monday afternoon I was stopping at the yard office after visiting the job site. The yard master invited me into the bus while they were getting the equipment started. The unit is a standard bus packed full of computer equipment. At a cost of about \$350,000 NS has installed a simulator to train locomotive engineers. Three of these mobile units tour the NS system each year. There is a complete operative locomotive stand complete with horn and crew alerter. The back of the bus is a 6 foot square screen with TV projection. To the right are signal indications and on the left are two TV monitors for displays.

NS has video taped four locations on their system by mounting a camera on the front of a locomotive. The sessions cover about 50 miles of railroad and are on four large optical disks. The computer system drives the entire program. One of

the local special agents was there and the segment from Paris to Hannibal, MO was selected for him to test.

The examiner can set various situations for the student to encounter. We started with the train mentioned running at 45 mph on a eastbound move. One monitor indicates the plain view of the track, the profile complete with grades, speed and allowed speed, air pressure, an indication of slack and coupler forces and other functions. On the screen you are watching the scenery go past the cab window and you have to blow the horn at road crossings. (At protected crossings you hear the bells ringing as you go past)

As we started downhill the instructor had him cut the throttle back to idle and then engage the dynamic brake. You could watch the train speed drop. As we entered Hannibal we were running on restricted signals. We rounded the curve and proceeded north to the home signal for Hannibal bridge and the BN crossing. We had to stop and then proceed at restricted speed. We entered the tunnel at 3 mph looking out for obstructions and prepared to stop. As we near the east tunnel entrance we noted the bridge was open. The instructor told the engineer to proceed to the end of the program and we moved to the brink of the water at the open bridge, passing several MofW employees that just waved. The program then changed to crossing bridge at 10 mph. This was really a neat experience.

The special agents had to leave and the instructor ask if I was interested in running the train. Needless to say he didn't have to ask twice. I got the same train and ran for about 15 miles. I maintained a speed of about 45 mph and handled it fairly well, blowing the horn for each road crossing. Needless to say there were no wrecks.

LOUISVILLE AND INDIANA RAILROAD IN JEOPARDY.

The Louisville and Indiana Railroad, which paid from \$10 to \$20 million for the former Conrail line between Louisville and Indianapolis, will be forced to pay millions of dollars to former Conrail employees if the union has its way. The UTU is asking the ICC to reconsider allowing L&I not to compensate 30 Conrail employees who lost their jobs when the rail line was sold in March. Under a regulation known as the New York Dock rule, the L&I would have to pay up to \$9 million if the rule is enforced, forcing the company into bankruptcy. "We couldn't absorb that," said L&I president John Secor.

Chicago based Anacostia and Pacific, the railroad developer that bought the rail line, used a loophole to avoid the rule, said James Redden, Indiana legislative director of the UTU. The loophole has been used hundred of times, said Redden, including the formation of 32 non-union rail lines in Indiana. The ICC has not set a hearing date yet on the union's motion. President Secor fears such a case could kill the L&I's plan to purchase other short-line railroads. The L&I has been in the black since the startup of the line.

Via Dayton Railway Historical Society Ties and Tracks

MILWAUKEE 261

The Milwaukee #261, operated by North Star Rail, Inc, will be the motive power on the C.P. Huntington Chapter, NRHS excursions up the New River in W. Virginia. The original plan was for the Pere Marquette #1225 but an agreement could not be reached between the parties. The North Star group was contacted and arrangements were made for the locomotive to pull the annual train.

By the time you read this article the locomotive will have made the trip to West Virginia. It was scheduled to leave Chicago on October 12 and run via the B&O/C&O to Fostoria, Ohio. From there it would go via the C&O to Huntington. The reverse trip is planned after the last trip that is scheduled for October 23. The exact dates of return are not known at this time. If you have contacts on CSX get the schedule from them. Look for the train to return around the 26th to the 28th of October though.

RELOCATION PROJECTS Springfield

The new date for the cutover of the project is **Sunday, October 30**. The schedule listed in the last issue will still hold but it will be moved two weeks to the 30th.

The area of Iles Avenue is under construction for roadway and railroad roadbed. The trackwork to complete the line east of the S.P for N.S is under construction. The roadway and crossings for both railroads will be completed prior to the 30th.

The signal department has completed installation of the westbound 90 foot signal bridges at Hazel Dell and all home signals at Iles. With the signals up the area is beginning to look more like a railroad. The majority of the work of installing cable to the switch machines and the signals is complete. The majority of the work will be completed by the middle of October.

A meeting was held last month for all of the transportation departments of the railroads involved. The meeting included NS, SP, Amtrak, IC and GWR. They discussed the movements of each railroads trains during the cutover period plus how they will operate over the NS controlled segment in the future. NS explained the system of operation

using the 23A form and the methods of checking train crews for compliance with the rules. Each railroad will be responsible for testing their crews for compliance with NS rules.

The schedule has been refined and additional items will be added after a joint meeting on the 4th. NS is doing most of the work during track alignment as they must move track at 6 locations compared to the SP at two locations. Therefore, the NS crews will start the Monday before lining track at the west end and then progress to the SP track at Hazel Dell. All trackwork is scheduled to be completed on Sunday between 7:00 AM and 2:00 PM. The north-bound Amtrak #22 will be bussed from St. Louis to Springfield. The train equipment will be at Springfield for the rest of the trip to Chicago. This is a must to allow time for moving tracks in place.

As indicated last month, you are invited to visit the site. However, the railroads request that you remain away from the work area. We have been having some local fans that have been around the preset work areas and have been ask to leave. Don't be one of them. The first trains through should be well photographed, especially NS beside the SP. Remember, after the track is in service it may be possible, late in the afternoon, to see the SP, NS, GWWR and Amtrak at about the same time, adjacent to each other.

Presently the SP and the contractor are having problems with youths in the area south of Iles Avenue. The railroad corridor will be fenced and the NS special agents have been informed of the present problems. To date ties and tie plates have been placed on the track and spikes have been wedged in switches. Rail fans will not be looked on in favor in the coming months. If you are in the area, and see any vandalism remember to report it to the railroad and local authorities.

LAFAYETTE

On September 15th the former depot that sat adjacent to the NKP/ NYC mainlines was moved to the new site of the depot complex that is under construction. The City of Lafayette had another celebration on Friday night and made a party of the moving experience. By Saturday morning the depot had been moved north of Main Street. The depot now sits about 20 feet in the air on cribbing to allow the new foundations to be constructed below it. Completion of the new complex is scheduled for late next year.

The underpass structures at Wabash Avenue and Ninth Street are next on the list of construction. Excavation at Ninth Street will begin in late October with both bridges to be set next spring. Wabash Avenue will have two single track bridges for NS while Ninth Street will see one couple track bridge for NS and a single track bridge for CSX as a lead into the interchange yard. This work is also slated to be completed late next year.

Rick

A THIEF AMONG US

The thief is not within our society, however, we have one in the neighborhood. He recently struck in Tuscola and robbed a model railroader of numerous items.

Many of you know Bruce Romine, an employee of Slot and Wing in Champaign. Bruce has been a model railroader for many years and modeled the Union Pacific as his main interest. Recently his home was burglarized. The thief left the TV, electronics and other normal theft items and ventured to the basement to remove the model trains. Some items had been opened but left behind. A complete list of the stolen items is available from your editor, however, I have listed some of the major items.

Bruce has always been helpful to model railroaders and railfans. Apparently someone has taken advantage of his good nature and decided that they wanted to add to their Union Pacific collection. We all need to stop and look at our own collections and our policy of allowing visitors to see it. There have been many cases of someone visiting a layout and then in a few weeks the items disappear. Know your visitor is the key now days. Check your homeowners policy and update to include your collection. You will find that most policies do not cover your collection unless you have a rider attached.

We have always been concerned about the museum in Rossville. There are many items of value on display and we do not know our visitors. The building is fairly secure but there is always the one chance that something could happen. The model layout contains only moderate priced trains and no brass. Some of the equipment is locked up but for the most part it is open to the public. We do have some people that ask about value and the normal answer is that the value is not known.

The major items taken from Bruce's collection are :

- 2 Rivarossi Big Boys, black #4006 and one gray
- 2 Rivarossi Challengers, black #3985 and one gray
- 3 Rivarossi Northerns, black #8444 and gray #844
- 1 Rivarossi pacific, B&O
- 1 Rivarossi Casey Jones in IC
- 1 Rivarossi cab forward, SP weathered
- 30 rivarossi passenger cars, 15 yellow/gray and 15 two tone gray
- 1 Overland brass caboos, UP.
- 1 brass 2-8-8-0 UP "Bullmoose"
- 1 D. Peters UP Gas Turbine
- 9 UP diesels, PA, SD-9, GP9, and GP9B
- 4 TM UP FA's in UP

100 freight cars, mostly 40' box cars

50 40 and 45 foot trailers

20 flat cars for trailers.

If you see any of the above at a train show please call Bruce Romine, Rt. 3 Tuscola, IL 61953 at 217-359-1909. I have a more detailed list available. Bruce Bird of our chapter sent this sad news to be published.

SANTA FE TRIES NEW AUTO CAR

Santa Fe will become the first railroad to purchase AutoRail trailers from Wabash National Corp.

Five 53-foot RoadRailer bimodal trailers, each capable of carrying up to six full size automobiles, will be delivered for a test program with automobile manufacturers. Santa Fe will also lease rail bogies from Wabash.

"We will be working with Wabash National and the automobile manufacturers to extensively test these five AutoRailer trailers," said Bill Nordberg, Santa Fe's vice president-automotive business unit.

"By using the AutoRailer system, shipments of automobiles, light trucks, vans and utility vehicles can be moved from assembly plants in a fully enclosed, damage-free environment, which is what the automakers tell us they want. We can better meet their expectations and have a flexible piece of equipment with backhaul loading capability."

"We're extremely excited to be working with Santa Fe on this project," said Lawrence Gross, RoadRailer Division president. "Santa Fe is one of the railroad industry's leaders in innovation. The movement of finished vehicles represents a huge new market for which the Roadrailer system is ideally suited."

Via Train-It



Amtrak #341 leads train #22 through the work area of the new Hazel Dell interlocking while SP crews dump ballast on the future NS mainline. The track to the right is the future NS siding. The date is July 28, 1994. R. Schroeder

CSX NEWS

A program to improve the efficiency of CSXT's Chicago to Nashville corridor was implemented last month with the coordination of crew management, service design and customer service functions within the same situation room at the Jacksonville operations center. Included in the program was the rearrangement of freight train schedules over the route involved specifying where trains should meet each other to maintain on time performance. (*Via the Bull Sheet*)

(Editor: The above article was of great interest to us locally and I have attached a sheet of revised schedules for our area from the Bull Sheet. The dispatcher has been heard to say that trains must get to specific locations to make meets as a result of the planning by CSXT. however, we still note that the system gets clogged at Danville. Several trains are still working at Brewer yard as blocking out of Chicago is not being done. Also, the lack of crews still hinders trains from leaving and No. 2 main and the runner south of Brewer are still being used to hold outbound trains. No. 124 has been earlier and #122 has been later in the afternoon. For some

time they used to run about an hour apart. Other trains are somewhat close to the schedule listed. We will keep you posted on the outcome, especially if the railroad gets more crew members.)

CSX Intermodal has entered into an agreement with Norfolk Southern and the New York, Susquehanna and Western to provide new intermodal service from Chicago to the New York City metropolitan area at Little Ferry, NJ. The new service provides second morning availability from Chicago and sixth morning delivery to southern California.



In the first four months of 1994 CSXT has had the lowest train accident rate of the major railroads. Their rate was 2.05 accidents per million train miles compared to 2.11 for NS and 2.19 for ATSF, the ones in second and third place. Also, CSXT has announced that they will lease 75 locomotive to be used in the last quarter of 1994. Like all other railroads, the increase in business has created a shortage in motive power.

Above notes via *The Bull Sheet*

A near disaster derailment occurred at Danville on Saturday, October 1. The local, J714, was returning from Hoopeston with grain cars. As they neared the crossing with NS at North Yard the trailing truck of a ATSF hopper started to fall apart. The truck derailed on the diamonds and came apart just south of the crossing. The pieces fell under the trailing car and the derailment began. Fortunately, the lead car stayed upright and the second car derailed missing the home signal. The rear of the lead car ended up on Fairchild Street on top of the subway minus truck. The second car split part of one compartment and plowed into the dirt on the east side of the track.

The derailment blocked NS for about 2 hours. A southbound had been waiting at Rossville for #648 to leave off of Number 2 track north of Voorhees. The decision was made to bring the train to Danville and use the power to remove the rear 20 cars to clear the crossing. Hulscher arrived about midnight and in a few hours had the line cleared.

The next day a company that cleans up grain spills was working at the site. Both railroads were down to 10 mph until repairs were made. The derailment could have been very serious had the truck dropped sooner and tore out the diamond.

NORFOLK **SOUTHERN**

Norfolk Southern reported record second-quarter net income of \$178.5 million, up 15 percent from the \$155.2 million reported in last year's second quarter. Second-quarter earnings per share were an all-time quarterly record \$1.30 up 17 percent from \$1.11 in 1993.

Norfolk Southern also reported record net income in the first six months of 1994: \$323.4 million, up 10 percent from \$294.1 million (before accounting changes, which

increased income) in 1993. Earnings per share for the first six months were a record \$2.35, up 12 percent from \$2.10 (before the same accounting changes) in 1993.

Norfolk Southern also set second-quarter and first-half records for its railway operating ratio - the percentage of revenues that goes into operating the railroad. The ratio was 72.7 for the second quarter, versus 73.9 in the second quarter of 1993, and 74.4 for the first half, versus 75.8 in the first half of 1993.

The quarter's results show the effects of our continuous actions to increase shareholder value. Record railway operating revenues combined with smaller increases in railway operating expenses contributed to producing record income from operations in both the second quarter and first half of 1994.

Railway operating revenues in the second quarter were \$997.8 million, up 4 percent from 1993. Second-quarter motor carrier revenues of \$163.6 million were down 21 percent, reflecting the 1993 restructuring that downsized North American. Total second-quarter transportation operating revenues of \$1.6 billion were down only 1 percent from 1993.

To improve transcontinental service, Norfolk Southern opened a new intermodal terminal July 1 in Kansas City, Mo.

This fully mechanized terminal serves as an intermediary point for coast-to-coast shipments and opens a gateway to the East by allowing a direct interchange.

It will improve transit from the West to Louisville, Ky., and should boost the Kansas City to Louisville traffic.

Via Norfolk Southern Stockholder Newsletter

NS has added a new train from Buffalo to Kansas City. The train replaces the Triple Crown train #358/259 that saw the westbound move

around noon through Springfield. Most of the trains are short with one recent westbound having only 4 cars consisting of 1 container car, three flats with Schneider trailers. The new intermodal facility opened the middle of September and the train started shortly thereafter.

NS has been allowed to run the Triple Crown trains longer than 75 cars and the decision has been made to run a combined train to St. Louis and then to Kansas City instead of running the Hannibal route.

EQUIPMENT **DELIVERIES TOP** **\$1.5 BILLION**

Deliveries of 22,549 new railroad freight cars and 269 locomotives for the first six months of 1994 were valued at approximately \$1.5 billion, according to the AAR.

Railroads and private car companies also placed orders for 26,097 cars, worth some \$1.3 billion in the first six months of 1994, the AAR said. If placed end to end, the cars would reach from Washington, D.C., well beyond New York City.

"The first half 1994 totals show that demand for new railcars and locomotives has not let up from last year's pace," said Dr. Harvey A. Levine, the AAR's chief economist.

Compared with the first half of last year, freight car deliveries were up 32 percent, orders increased by 14.2 percent and locomotive deliveries climbed by 42 percent, said Dr. Levine.

The strong pace for equipment orders is expected to continue through 1996, according to Robert A. Matthews, spokesman for the American Railway Car Institute.

ARCI has released a short-range forecast that predicts freight car deliveries of 50,875 in 1994, 47,696 in 1995 and 46,383 in 1996. The 1994 total is expected

to be highest since 1980, when a total of 85,920 new freight cars were installed.

ARCI is also forecasting total orders of 48,386 for 1994, 44,357 for 1995 and 42,703 for 1996.

"The railroad industry is as strong as it has ever been, with freight traffic reaching record levels and almost every railroad announcing good first-half earnings," Mr. Matthews said. "In that environment, the demand for freight cars will remain high for the foreseeable future."

Via Train-It

THE ILLINOIS DEPARTMENT OF TRANSPORTATION

IDOT has proposed a plan to spend about \$700 million in improvements for Chicago-area commuter rail and bus programs. The CTA would get \$53.2 million to reconstruct the Ravenswood and Douglas elevated lines and \$22.4 million to overhaul the Skokie rail car repair facility. Metra's budget would see \$33.1 million for track repairs and \$16.2 million to fix trains. About \$30 million is included for completing the Chicago Passenger Terminal. Pace would receive \$16.2 million to replace old buses and another \$4.2 million to purchase a communications system that would improve ride times.

Via Short Lines

Tuscola, Illinois Model Railroad Show and Swap Meet

Douglas County Model Railroaders Train Show and Swap Meet at the Tuscola Community Center across from the U.P. 10:00 A.M. to 4:00 P.M. and admission is \$1.00

ILLINOIS HIGH-SPEED REPORT RELEASED

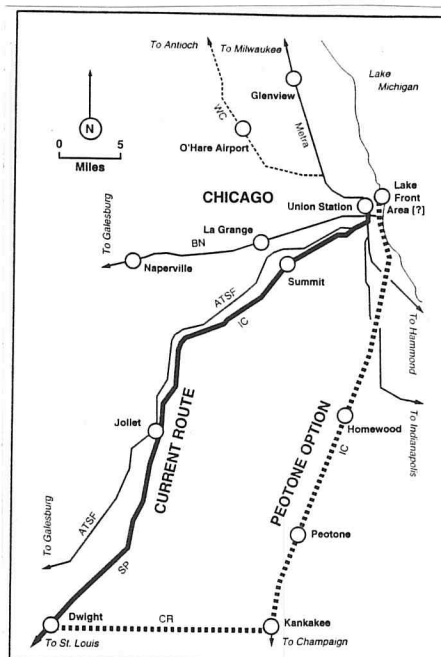
Illinois DOT's Chicago-St. Louis High Speed Rail Financial and Implementation Plan, prepared by Price Waterhouse, was released May 20. The report emphasizes incremental improvements to existing infrastructure, to limit costs and improve chances for action in the foreseeable future, and presents a comprehensive plan for the needed work.

Several alignments were examined, but the report only considered two - the route Amtrak uses to Chicago Union Station via Joliet and variant diverging at Dwight (below Joliet), running east on a Conrail branch to Kankakee, then north on Illinois Central past the controversial "third airport" site at Peotone and into Chicago at the lakefront (see map).

Similarly, three train technologies were considered, but only one evaluated extensively - 125-mph diesel-tilt trains, covering the route in 3:21. The total corridor capital cost (existing route) for such trains was estimated at \$310.5 million. The report rejects 110mph diesel-tilt trains, saying they also would cost \$310.5 million but take 14 minutes longer (though diesels in that speed range already exist today - 125 mph fossil-fuel locomotives are still being researched). Faster (140-mph), electric trains running the route in 3:15 were rejected due to high total cost (\$645.8 million).

any of these running times would be much better than today's times of around 5:30. The report notes that the 110-mph trains would be air-competitive. However, the report envisions eight daily round-trips - twice as many as now but possibly not enough to compete with airlines.

The report states: "The Plan assumes that the passenger rail developer or the State purchases the track from the freight companies that currently own it and leases back trackage rights to the freight operators. The freight operators' exposure to tort liability would be greatly reduced by the change in ownership." Southern Pacific took over the bulk of the route - Joliet to near St. Louis - in 1989 and this was subsequently repaired with federal and state funds.



It is unfortunate that the report devotes so much space to a circuitous Peotone alignment whose only "strong point" is the ability to serve an airport that may not be built. It would be far better to connect high-speed trains to O'Hare Airport. High-speed trains feeding downtown Chicago and O'Hare would be cheaper to build than a new airport., more environmentally friendly, consume less energy, and help relieve the O'Hare congestion that leads some (not us!) to favor a new airport.

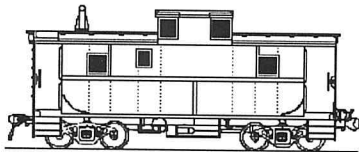
Metra will open a commuter rail station at O'Hare in 1996, when its Wisconsin Central line opens. The station will be tied into the airport people-mover system and will be

able to serve Amtrak regional trains routed through Union Station from all directions except Milwaukee. Direct access to O'Hare should be attractive to Amtrak passengers coming from places like Bloomington, Champaign, Lafayette or Kalamazoo.

The report leaves to the city the decision of where to locate the Chicago high-speed train terminus. A Peotone routing likely would serve an area on the east edge of downtown near Lake Michigan - far from other Amtrak services at Union Station (on the west side of downtown) and from important Metra commuter lines at Union and North Western Stations.

As next steps, the report sees need for a public awareness program and enabling state legislation. Enactment of federal matching grant legislation would be helpful, too.

Via National Association of Railroad Passengers



WHEEL

NEW CP LOGO RETIRED It has been announced that CP Rail will discontinue applying "dual-flag" livery to the sides of repainted locomotives. Apparently, opposition to the logo, which depicts a combined U. S. and Canadian flag, has been vocal on both sides of the border. The high cost of the large decals was also a consideration. *Via Several Sources (Better get your photos now).*

HELP WANTED A member of our chapter is asking for assistance in finding the whereabouts of a fellow rail historian. **DALE ALEXANDER** is believed to be a resident of Illinois or Missouri. He is not a member of NRHS. If you know this gentleman,

please contact Paul M. Somers 511 West White Street Champaign, IL 61820-4793. This item was noted in the NRHS News Extra and has been listed in several other publications. We hope Paul can contact Dale.

Editor Emeritus Passes

William Wagner, Editor Emeritus of the National Railway Bulletin passed away on August 2, 1994. Bill had been suffering the effects of a long illness and was hospitalized in Abington, PA where he died. Sixty-seven at the time of death, Bill had been a society member since 1954. In addition to his tenure as Editor (1969-1985) he had served as President of the Philadelphia Chapter (1967-1969). *Via Trackside*

The New York Times reports that Eastman Kodak has bought out the Qualex photo processing business. In 1988 Kodak formed a partnership with Qualex which then took over the former Kodak processing laboratories under the name of "Kodalux." Subsequent years brought numerous complaints from photographers about allegedly inferior work in the once-highly-regarded labs. With its recent repurchase, Kodak now controls two-thirds of all wholesale photo-finishing and 30 percent of all retail photo-finishing business in the U.S. *Via Cinders*

BN Radio As of June 29, BN is using 160.695 as their primary radio frequency in Wisconsin along the Mississippi River. 161.100 was has been heard (but not as much) as a M-O-W channel, although most M-O-W transmissions were block authority requests on 160.695.

NORFOLK SOUTHERN is leasing motive power to get them through a upsurge in business while new power is being delivered. Several newsletters have reported different units on the system, but to date we have not seen a list of what is operating on NS. However, On Sunday the 25th of September,

M83 had EMD #765 as the trailing unit. Later that afternoon #146 had Helm #655, an ex-Amtrak GP40L, as the trailing unit. Several of the ex-ATSF GE's have been spotted in consists over the past few weeks. Keep your eyes open and cameras ready for colorful consists. Last month NS had many trains waiting for motive power, thus the leasing arrangement.

CONRAIL has been bringing several new units to the Danville area. Recently widecab GE's and EMD units have been showing up. This is quite a contract to the normal GP-38 or GP-40 consist that usually graces our area. Some UP SD-40's have also been at Hillary.

MEXICO is receiving new units that are being shipped via NS. Over the past month several new GE's have been moving west on train #183, a late afternoon train through Danville. Recently #15030 was spotted trailing two SD-40's through town.

SOUTHERN PACIFIC is running the ore trains off of the Wisconsin Central to Utah. Recently one train was spotted in Springfield with 8 units and 120 former CSX hoppers loaded with taconite. This train moves about 3 days a week and so far very few WC units have been seen. The 8 unit consist included 4-C44-9's, two SD-40's and two SD-45's. They went past the project at 15 mph and one mile south the detector reported the speed at 40 mph. No wonder.

Speaking of the SP, very little leased power is noted now. Several of the new units from GE and the rebuilds from MK have been in the consist. The only foreign power noted recently is CSX units. The container trains have been annulled and now run via the IC into Chicago. Some trains have a few stack cars but the solid consist of containers and trailers have vanished.

ATTENTION COMPUTER USERS. Those of you with DOS computers running Windows (version 3.1 or

after) may be interested in a screen saver program from Second Nature software, called Classic Trains. The software features 22 different steam diesel and electric images. Check your local software store for price and availability. (*Potomac Rail News via Gateway Railletter*)

PET AND HOBBY WORLD has moved to a new location across from K's Merchandise on N. Vermilion in Danville. They have expanded their hobby sales area. Stop and visit the next time you are in the area.

IC ROSTER REQUEST Mr. Cliff Downey of the Western Kentucky Chapter, Route 1, Box 257, Almo, KY 42020 has requested help in finishing his all time roster of Illinois Central locomotives. Cliff has been obtaining as much information as possible about all retirements of IC engines but has a few gaps in the roster. He would like for anyone that has information on IC engines to contact him to try to fill the gaps. Some of the gaps are recent while others are from the 1970 era when several units just seem to "disappear" from the roster. Perhaps our members Walt, Bruce or others in the Champaign area can help.

CONRAIL

Just after reporting a change in the symbols of 19 intermodal trains from "TV" to "SV" in July, Conrail has had second thoughts and will change them back to "TV", effective September 19. In addition, the mail trains will become the TV-90 series. All primary intermodal trains continued to be assigned four locomotives to maintain schedules even if there is a unit failure. "TV" stands for "TrailVan," a no-longer-used piggyback trademark inherited from Penn Central, while "SV" refers to the old New York Central SuperVan trains. RoadRailer trains retain their "RR" symbols.

By late August Conrail had received

16 of 60 leased GE C44-8 locomotives, painted solid blue without logos and bearing "LMS" reporting marks. The new units, reportedly on a six-month lease, are numbered in the 0700-0759 series, although early units did not display the "0". Conrail's fleet of owned locomotives totaled 2,149 last month, of which 1,879 were road units. Only 30 were stored and six were leased out. Conrail reportedly has sold the 15 old SD40 locomotives numbered 0800-0814 to Morrison Knudsen. With traffic levels remaining high, many elderly and previously retired GP 40's and SD40's continue hauling road trains, along with an interesting variety of runthrough units from connecting roads. Train CSOI through Philadelphia on August 19 was hauling dead CSX (ex-Seaboard) MATE slugs #5200, 5204, 5218, 5224 billed to Altoona.



Harrisburg Line: Flat Rock at West Manayunk and Black Rock at Phoenixville. Both have lost their old portals along with the stone plaques showing their construction dates (1839 and 1838 respectively). Work has begun on the Woodbourne connection in Bucks County, which will link the Morrisville and Trenton Lines and permit double-stack and other trains to bypass Philadelphia. P&R Chapter reports that Conrail is single tracking its Harrisburg Line through Pottstown while clearances are increased at overhead bridges. Conrail will spend \$23 million to build a new double-stack container terminal at the west end of the abandoned Rutherford yard near Harrisburg. The cross-state clearance project will result in double-

Clearance work continues on both historic tunnels along Conrail's ex-Reading

stack trains operating through Pittsburgh to Harrisburg, Philadelphia and North Jersey by late next year.

Via Cinders

(The industry rumor is that the Conrail and NS merger talks are off.)

TWO INDIANA TOWNS SEEK OWNERSHIP OF RAIL LINE

Within weeks, Noblesville and Fishers will own a piece of Indianapolis. The two Hamilton County suburbs are teaming-up to buy the Norfolk Southern rail corridor, 37.5 miles of track that runs from 10th Street in Indianapolis to Tipton. The Indiana Transportation Museum will continue to use the track for its educational and sight seeing trains. including the State Fair Train that runs each August. "The sale is imminent," said Robert Auman, a spokesman for Norfolk Southern. "We are waiting on the museum to make its final arrangements."

The museum has leased the track from the railroad since February 1992, and that lease includes an option to buy the track. But because the land is expensive, it gave its option to Noblesville and Fishers -- "The asking price for the track was \$1 million, and the museum really felt it would be better off trying to raise \$1 million for the museum, and let Noblesville take the lead in acquiring the track," said Mike Lennox, the museum's chief executive officer. The two communities agreed, largely to preserve the museum. "We wouldn't have survived in this current situation" (with the track), said Lennox.

Via Dayton Ties and Tracks



CSXT MANIFEST FREIGHT SCHEDULE CHANGES [CSXT observes Eastern time throughout its system]

<p>R120 (Daily) JACKSONVILLE FL 1530 WAYCROSS GA 1700 1730 FITZGERALD GA 1845 MARCHESTER GA 2230 2245 BIRMINGHAM AL 0430 0515 OAKWORTH AL 0730 NASHVILLE TN 1145 1340 AMQUI TH 1410 CASKEY KY 1725 1755 EVANSVILLE IN 2015 2115 DECKER IN 2245 2300 SULLIVAN IN 0020 TERRE HAUTE IN 0010 CLINTON IN 0145 0200 WRO JCT IN 0210 DARVILLE IL 0315 0330 WELLINGTON IL 0435 WOODLAND Jct IL 0515 CHGO TOFC IL 0745 -- Schedule arranged as follows: Meets R123 & R645 at Caskey; Meets R125 at Decker; Passes R591 at Sullivan; Overtakes R596 at Terre Haute; Meets R121 at Clinton; Meets R597 at WRO Jct.</p>	<p>AMQUI TH 1930 KAYNE AVE TN 2000 2015 WAUHLATCHE TN 0110 0130 GILSTRAP GA 0610 ATLNT/HULSBY GA 0730 -- Schedule arranged as follows: Meets R592 at Wellington; Meets R124 at Danville; Overtakes R645 at Dickason; Meets R646 at Clinton; Meets G648 at Terre Haute; Meets R122 at Decker; Meets R596 at Hortonville; Meets R646 at Caskey; Meets R590 at Trenton; Meets G656 at Outhrie; Meets R646 at Courtland.</p>	<p>BALDWIN FL 1800 1815 E SAVANNAH GA 2230 2245 FLORENCE SC 0900 0910 ROCKY MOUNT NC 0715 0730 ACCA YD VA 1030 1130 FOTOMAC YD VA 1400 1445 RO VA 1500 1500 BAY VIEW MD 1815 -- Drops at New Tria. Becomes 2414 (CR-CSOJ) by departing BayView 1830, by Park Jct Pa 2200.</p>	<p>R608 (Daily) BAY VIEW MD 0810 RO VA 1130 FOTOMAC YD VA 1145 1230 ACCA YD VA 1600 1600 ROCKY MOUNT NC 2130 2245 FLORENCE SC 0245 0300 CHARLESTON SC 0945 0930 E SAVANNAH GA 0930 1045 BALDWIN FL 1530 -- From 2409 (CR-SECS) by Park Jct Pa 0245, arriving BayView 0800.</p>	<p>R609 (Daily) WAYCROSS GA 1830 S OGECHIEZ GA 2245 E SAVANNAH GA 2330 0130 FLORENCE SC 0715 0745 ROCKY MOUNT NC 1230 1400 ACCA YD VA 2000 2200 FOTOMAC YD VA 0200 0245 RO VA 0300 BAY VIEW MD 0600 -- Becomes 2410 (CR-CSOJ) by departing BayView 0515, by Park Jct Pa 1100.</p>	<p>R610 (Daily) WAYCROSS GA 1830 S OGECHIEZ GA 2245 E SAVANNAH GA 2330 0130 FLORENCE SC 0715 0745 ROCKY MOUNT NC 1230 1400 ACCA YD VA 2000 2200 FOTOMAC YD VA 0200 0245 RO VA 0300 BAY VIEW MD 0600 -- Becomes 2410 (CR-CSOJ) by departing BayView 0515, by Park Jct Pa 1100.</p>	<p>R611 (Daily) ROCKY MOUNT NC 2300 WELDON NC 0100 0130 COLLIER VA 0245 0345 ACCA YD VA 0530 0630 DOSWELL VA 0800 0930 FREDERICKSBURG VA 1015 1045 FOTOMAC YD VA 1200 1245 RO VA 1300 BAY VIEW MD 1600 -- Becomes 2412 (CR-CSAL) by departing BayView to Park Jct Pa for Allentown.</p>	<p>R612 (Daily) BAY VIEW MD 0800 RO VA 0820 FOTOMAC YD VA 0815 0900 FREDERICKSBURG VA 1015 1045 DOSWELL VA 1145 1200 ACCA YD VA 1300 0300 COLLIER VA 0415 0515 WELDON NC 0645 0800 ROCKY MOUNT NC 0930 -- From 2413 (CR-ALCS) arriving BayView 0445.</p>	<p>R620 (Daily) W PALM BEACH FL 1800 PALM CENTER FL 1930 2100 OKEECHOBEE FL 2215 2245 SEBRING FL 2345 0005 AUBURNDALE FL 0045 0115 WILDWOOD FL 0215 0230 OCALA FL 0430 0500 BALDWIN FL 0700 0800 JACKSONVILLE FL 0900 -- Makes near day connection with R212 at Dalton.</p>	<p>R621 (Daily) W PALM BEACH FL 1800 PALM CENTER FL 1930 2100 OKEECHOBEE FL 2215 2245 SEBRING FL 2345 0005 AUBURNDALE FL 0045 0115 WILDWOOD FL 0215 0230 OCALA FL 0430 0500 BALDWIN FL 0700 0800 JACKSONVILLE FL 0900 -- Makes near day connection with R212 at Dalton.</p>	<p>R622 (Daily) WELINGTON NC 0700 ACME RC 0730 0800 BOHNDALE NC 1000 1030 HAMILT NC 1330 --</p>	<p>R623 (Daily) DETROIT MI 0330 FLYNGTOWN MI 0630 0630 NEW BOSTON MI 0800 0700 ERIE MI 0800 WALBRIDGE OH 0945 1145 FOSTORIA OH 1245 DESHLER OH 1345 LIMA OH 1445 1515 TRENT OH 2000 CINCINNATI OH 2130 2215 LOUISVILLE KY 0715 0815 NASHVILLE TN 1815 --</p>	<p>R624 (Daily) DETROIT MI 0330 FLYNGTOWN MI 0630 0630 NEW BOSTON MI 0800 0700 ERIE MI 0800 WALBRIDGE OH 0945 1145 FOSTORIA OH 1245 DESHLER OH 1345 LIMA OH 1445 1515 TRENT OH 2000 CINCINNATI OH 2130 2215 LOUISVILLE KY 0715 0815 NASHVILLE TN 1815 --</p>	<p>R625 (Daily) ST L GATEWAY IL 0001 HN CABIN YD IL 0100 0130</p>	<p>R626 (Daily) EVANSVILLE IN 0230 0330 VINCENTES IL 0645 0645 EVANSVILLE IL 1005 1030 OWENSBORO KY 1730 1830 SKILLMAN KY 1930 2030 LONG BRANCH KY 2330 0030 LOUISVILLE KY 0245 --</p>	<p>R627 (Daily) EVANSVILLE IN 0230 ROBARDS KY 0545 0415 CROFTON KY 0600 0515 OUTHURIE KY 0630 0930 AMQUI TH 1100 NASHVILLE TN 1130 -- Schedule arranged as follows: Meets R646 & Q648 at Robards; Meets R123 at Crofton; Overtaken by R121 at Outhrie.</p>	<p>R628 (Daily) NASHVILLE TN 0600 SMYRNA TN 0730 WIDOWS CREEK AL 0830 0940 BRIDGEPORT AL 1000 1100 WAUHLATCHE TN 1330 0930 CARTERSVILLE GA 1600 1600 ELIZABETH GA 1700 1730 GILSTRAP GA 1815 ATLANTA GA 1900 --</p>	<p>R629 (Daily) LOUISVILLE KY 0200 MANFRIES JCT KY 0810 KAYNE AVE TN 1100 1130 NASHVILLE TN 1200 WIDOWS CREEK AL 1730 1800 BRIDGEPORT AL 1815 WAUHLATCHE TN 2100 0700 TILTON GA 0900 0930 GILSTRAP GA 1615 ATLANTA GA 1700 --</p>	<p>R630 (Daily) NASHVILLE TN 1500 AMQUI TH 1545 TRENTON KY 1745 1815 ROBARDS KY 2030 2100 EVANSVILLE IN 2200 0115 VINCENTES IN 0130 0230 OAKTOWN IN 0330 0345 CARLISLE IN 0400 0415 SULLIVAN IN 0430 0515 PIEMENTO IN 0640 0555 TERRE HAUTE IN 0630 0700 GREENERCASTLE IN 0800 0900 ROACHDALE IN 0830 1030 RUCOR IN 1100 1130 AMES IN 1145 1200 LAFAYETTE IN 1830 -- Schedule arranged as follows: Meets R123 & R645 at Trenton; Meets G647 & Q695 at Robards; Meets R591 at Vincennes; Meets R121 at Oaktown; Meets R597 at Fimanto.</p>	<p>R631 (Daily) LAFAYETTE IN 1530 LINDER IN 1700 1715 RUCOR IN 1800 1815 HAW CRK SDO IN 1845 1900 ROACHDALE IN 1915 1930 GREENERCASTLE IN 2000 TERRE HAUTE IN 2005 2115 SULLIVAN IN 2215 0030 OAKTOWN IN 0115 VINCENTES IN 0200 0300 INOLE IN 0340 0355 EVANSVILLE IN 0430 0515 ATKINSON KY 0730 0830 AMQUI TH 1130 NASHVILLE TN 1200 -- Schedule arranged as follows: Meets R120 & R596 at Sullivan; Meets R590 at Oaktown; Meets R592 at Vincennes; Meets R124 at Ingle; Operates Extington Custod.</p>	<p>R632 (Daily) NASHVILLE TN 1300 CROFTON KY 1645 1715 EVANSVILLE IN 1830 2200 KING IN 2300 2315 OAKTOWN IN 0110 0125 SULLIVAN IN 0300 0315 TERRE HAUTE IN 0430 CAVOUA IN 0815 0830 DICKASON IN 0845 0600 DARVILLE IL 0850 0730 WELLINGTON IL 0825 0840 DARVILLE IL 0915 CHGO CLEARING IL 1215 -- [to next column]</p>	<p>R633 (Daily) CHGO IL 0100 WELLINGTON IL 0430 0445 DARVILLE IL 0600 0330 CLINTON IN 0700 0810 PIEMENTO IN 0800 0845 KING IN 1210 1225 EVANSVILLE IN 1545 1830 ROBARDS KY 2030 NORTONVILLE KY 2320 CROFTON KY 0040 CASKEY KY 0120 OUTHURIE KY 0240 AMQUI TH 0410 NASHVILLE TN 0610 -- Schedule arranged as follows: Meets R120 at Wellington; Meets R596 at Danville; Meets R124 at Clinton; Meets R646 at Fimanto; Meets R122 at King; Meets R590 at Robards; Meets R124 at Hortonville; Meets R646 at Crofton; Meets G648 at Caskey; Meets R120 at Outhrie.</p>	<p>R634 (Daily) NASHVILLE TN 1200 AMQUI TH 1230 NORTONVILLE KY 1630 1700 EVANSVILLE IN 1845 1845 OAKTOWN IN 2145 2200 SULLIVAN IN 2315 TERRE HAUTE IN 0045 0215 WRO JCT IN 0300 DARVILLE IL 0430 0545 ROSSVILLE IL 0520 WATSEKA IL 0600 0900 CHICAGO IL 1030 -- Schedule arranged as follows: Meets R123 & R645 at Robards; Meets R125 at Oaktown; Meets R591 at Sullivan; Meets R120 & R596 at Terre Haute; Meets R597 at WRO Jct.; Meets R647 & Q695 at Danville; Meets R645 at Rossville.</p>	<p>R635 (Daily) CHICAGO IL 1800 WATSEKA IL 1800 1830 HOOPESTON IL 2000 2030 DARVILLE IL 2130 0030 DICKASON IN 0100 0140 WRO JCT IN 0210 0310 TERRE HAUTE IN 0400 0445 PIEMENTO IN 0530 FARMERSBURG IN 0545 0555 SHELBY IN 0800 0815 SULLIVAN IN 0825 0840 CARLISLE IN 0830 0700 OAKTOWN IN 0705 VINCENTES IN 0745 0825 FURCELL IN 0835 0840 FRINCTION IN 0910 0920 EVANSVILLE IN 1030 -- Schedule arranged as follows: Meets R121 at Dickason; Meets R120 & R596 at WRO Jct; Meets R592 at Terre Haute; Meets R590 at Fimanto; Meets R124 at Sullivan; Meets R646 at Oaktown; Meets G648 at Vincennes.</p>	<p>R636 (Daily) CHICAGO IL 0315 WOODLAND IL 0530 SULLIVAN IN 0615 0630 DARVILLE IL 0715 0800 DICKASON IN 0830 1015 CLINTON IN 1050 TERRE HAUTE IN 1105 DECKER IN 1315 EVANSVILLE IN 1430 1445 NORTONVILLE KY 1630 CROFTON KY 1710 CASKEY KY 1745 TRENTON KY 1800 COURTLAND TN 1915 NASHVILLE TN 2245 -- [to next column]</p>	<p>R637 (Daily) NASHVILLE TN 1800 AMQUI TH 1830 CHGO CLEARING IL 2200 DARVILLE IL 0400 0515 DECLASOR IN 0580 TERRE HAUTE IN 0730 0740 SULLIVAN IN 0815 OAKTOWN IN 0820 INOLE IN 1130 1140 EVANSVILLE IN 1245 1915 ROBARDS KY 2030 NORTONVILLE KY 2300 CROFTON KY 0020 CASKEY KY 0100 OUTHURIE KY 0225 KAYNE AVE TN 0420 0600 OAKWORTH AL 1100 BIRMINGHAM AL 1430 1000 LAORANGE GA 2115 MARCHESTER GA 0130 0210 FITZGERALD GA 0710 WAYCROSS GA 1000 -- Schedule arranged as follows: Meets R596 at Danville; Meets R592 at Dickason; Meets R124 at Terre Haute; Meets R646 at Sullivan; Meets G648 at Oaktown; Meets R122 at Ingle; Meets R124 at Hortonville; Meets R646 at Crofton; Meets G648 at Caskey; Meets R122 at Outhrie.</p>	<p>Q646 (Daily) WAYCROSS GA 1100 THOMASVILLE GA 1600 1615 SAFFOLD GA 1945 2045 DOTHAN AL 2300 MORTGOMBERY AL 0030 0330 BIRMINGHAM AL 0630 1000 OAKWORTH AL 1400 NASHVILLE TN 1800 2100 AMQUI TH 2200 CASKEY KY 0100 0130 NORTONVILLE KY 0230 0245 ROBARDS KY 0405 EVANSVILLE IN 0445 0600 VINCENTES IN 0815 OAKTOWN IN 0845 0900 SULLIVAN IN 0830 TERRE HAUTE IN 1045 1110 DECLASOR IN 1230 1300 DARVILLE IL 1330 1600 CHICAGO IL 2130 -- Schedule arranged as follows: Meets G647 & Q695 at Caskey; Meets R123 at Hortonville; Meets R597 at Robards; Meets G647 at Oaktown; Meets Q695 at Sullivan; Meets R123 & R645 at Terre Haute.</p>
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