

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

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COMING EVENTS

Sept. 17, 1992

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

Sept. 20, 1992

Blackhawk Chapter railroading and model train swap meet. American Legion, I-80 at Larkin Ave, Joliet.

Sept. 19/20, 1992

Railroad Days at Monticello Railroad Museum. The Chapter's Wabash caboose #2824 will be added for Members on the Saturday 1:00 PM trip. See page 9 for details.

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.

Nov. 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. NS and UP steam plus Illinois Railway Museum and other trips.

NEXT MEETING

The September 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. This will be our big annual event now and with Terry gone we will be handling the event ourselves. John High will be heading the effort in the fine way he did last year but we need additional help with the show. The ad's are out so get ready. Remember, this is the biggest money raiser we do each year for the Chapter. Also on the list for discussion will be the Wabash caboose and how the summer went at the museum.

We welcome two members to the museum. They are Pat Hahne, 1902 Franklin St. in Danville. Pat is a student and a neighbor of Allen Cooke's. Jim Montgerard of 102 Sunnyside Dr. in Danville is an equipment operator at Sand Valley Sand and Gravel. Both are into model trains.



THE END OF AN ERA NORTH YARD 1926-1992

On July 13, 1992 some of the lights on the control panel at North Yard began to flicker and die. Others remained on and even got brighter as the power was cut and backup batteries automatically took over. But the batteries did not know that this was the last time that they would feed those little lights. You see, the old interlocking controls were being removed from service in favor of a computer housed in a new steel bungalow next to the old concrete relay house which had stood adjacent to the North Yard office since 1946.

It was a time for mixed feelings for those of us that knew North Yard well. We were very sorry to see the end of four jobs and the end of over 100 years of manual crossing control at this location. We were sorry because the yard office was going to be razed. But on the other hand, we realized that the time had probably come for new technology to control the crossings. After all, how long could a system installed right after WWII be expected to hold up? I suspect that 46 years might even be a record for an all-relay interlocking plant. But even with new equipment to operate the signal system, we all questioned the wisdom of removing the human element from the actual site of the crossings.

Make no mistake, the new system is not an AUTOMATIC interlocking.

It is controlled manually just as the operator did, only now from a CRT display and computer keyboard in Jacksonville, Florida. The new "operator" is the "AR" desk dispatcher, who controls the CTC on the former L&N and C&E I lines from Nashville to Woodland Junction. As if he didn't have enough work, he now has to contend with all the NS and Conrail through moves, and also babysit with all the yard jobs that ferry interchange traffic between the railroads at North Yard and Danville Junction. The proper term for this type of control is REMOTE CONTROL. The dispatcher is simply taking over the duties that the operators performed for many years.

As a matter of record, the cutover to the new system was started July 13, 1992 and completed on July 20 at about 10:00 A.M., when operator and fellow member Bob Barker turned the key that transferred control to Jacksonville. Most old connections were cut and new ones made on the first two days of the cutover period, and the rest of the time was spent extensively testing and de-bugging the new system. During this entire time trains still operated through the affected territory, CSX trains by DTC rules and verbal flagging by the operator over the other railroads. NS and Conrail were also verbally flagged by the soon to be displaced operators.

It was not just a matter of the new interlocking for CSX, as they also cut in 3 miles of coded track circuits (Electro Code) on the two main tracks north of North Yard to RA Junction, and a short stretch of Electro Code to the south to Cory. Cory was not computerized like North Yard and Danville Junction, only modified to be directly controlled by the dispatcher. The new computer interlocking is called General Railway Signal "VPI", which stands for Vital Process Interlocking. It is only the second installation of VPI on the entire CSX system to date. Lots of high-up signal people from CSX were on hand for this conversion, as well as an army of inspectors, supervisors, test men, maintainers and anyone else in the

signal department who was able and close enough to help.

On the positive side of things, the Danville Junction Chapter was able to save two of the things that made North Yard so special to many of us. First and foremost is the control panel itself, which was actually purchased from CSX by the Chapter for the museum at the amazing price of \$1. Best money we ever spent! And through wonderful cooperation of people like CSX Trainmaster Charlie Brown, Signal Foreman John Shappard and his gang, contractor Mel Price, member Allen Cooke and his brother J.D. Cooke, member Jess Bennett, and the people from the Village of Rossville, **WE ACTUALLY GOT THE TRAIN ORDER SIGNAL.** It was delivered to Rossville undamaged, at that, because things just fell into place without much of a plan. A special thanks to member Bill Darner for using his big red van to haul the control panel, train order signal levers and paddles. And a special thanks to Bob Barker for protecting our interests and making sure that some coordination took place.

The signal was taken down on July 21st, the same day that the control panel was picked up by Bill. The CSX signal gang was great, just absolutely outstanding, in lowering the heavy, awkward and all cast iron behemoth to the ground so gently that no glass was scratched or no metal bent. Bill, Allen and I went over later that afternoon and removed the lamp unit and paddles, both of which have delicate glass parts. The next day, the 22nd, J.D. Cooke arranged for Mel Price to load the signal onto his flatbed truck and transport it to Rossville. Once at Rossville, Jess persuaded the Village maintenance man to use his backhoe to unload it. It now lays in the yard, awaiting cleaning, painting, re-erection and re-activation. Just a wonderful job by everyone who helped make it happen. A sincere thank you and hats off to all !!!

With these artifacts, part of North Yard will live on. As you read in the last issue, Rick has memories from the mid-1960's on. I have been spending time there since 1978

when I first met Bob. So it will be good to have something to look at and say "Yeah, I remember the place that came from." North Yard was a place for contact with friends who worked for the railroads or shared the railroad hobby. And it was a place for gathering information. Much of what you have read about CSX in this newsletter has come from knowledge gleaned at North Yard. We will certainly miss having that connection. But so it goes... *Doug Nipper*

TRAIN ORDER SIGNAL FUND



A couple of years ago we started a fund to help with the restoration of the Wabash Caboose. We were very pleased with those members and friends that contributed to the restoration of the caboose.

We now have another project, this time at the museum in Rossville. As you have read in Doug's article we have acquired the trainorder signal from North Yard in Danville and plan to erect the signal at the rear of the depot. We have had a sizable offer from a member and friend of the museum. The request is for matching funds from the museum for the installation of the signal. Therefore, we are starting the Train Order Signal Fund. Not only will this fund help with the installation of the signal but it will allow us to relight it and finish the display of the interlocking cabinet in the museum. This is a part of C&EI and local history that is being preserved.

We propose that this fund be used as a memorial to all of those operators and signalmen that worked interlockings on the C&EI. Funds may be donated in special memory of a specific operator if you so desire. Remember, we are a tax deductible organization.

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.

Robert Gallippi

UNION PACIFIC 3985

This is just in - The St. Louis Chapter NRHS has been awarded two segments on the UP trip to the Clinchfield to run the Santa Train this November. They will be running the Kansas City - St. Louis segment on Saturday, November 7, and the St. Louis - Poplar Bluff segment on Sunday, November 8. Volunteers are needed for all the committee positions now. These trips will require a lot of effort up front and will be one-way trips.

Prices for the trip are from Jeff City to St. Louis, \$52, Washington to St. Louis \$33. Departure is 12:30 PM and 2:30 PM respectively. Arrival in St. Louis is 5:00 PM. On Sunday the train leaves at 9:00 AM and the fare to Ironton is \$49, to Poplar Bluff it is \$83. Arrival in Poplar Bluff is 3:30 PM. Contact the St. Louis Chapter at the following address: Send a self-addressed, stamped envelope to "UP Steam 92", St. Louis Chapter NRHS, 1135 Colonnade Center, Suite 321, St. Louis, MO. 63131.

The UP train is expected to have a total of 473 seats available to sell. This is down from the 700 we sold each day for the NS excursions, but still is significant. Mark the dates on your calendar.

Via Gateway Railletter and trip flyer.

WABASH 1189

For those of you that did not attend the dedication of the Wabash F-unit #1189 at Monticello on August 15 you missed a great show. Our hats go off to the members of the Monticello Railroad Museum that completed in 10 years what many thought would never happen, a Wabash F unit running again. For those of you that remember the Wabash Railroad in this area, especially the consist of F-units coming up the hill at Danville, it was a great moment to see the blue/gray and white unit moving again. For members of the chapter that were present we were especially proud to see our Wabash caboose on the rear of the train.



The trip and dedication of the engine was the result of hard work by Barb Mann, President of the MRM and her staff, and Randy Rippey, President of the Wabash Railroad Historical Society and his members. The staff of the museum and the depot as well as the City of Monticello put on quite a show. We owe a special thanks to the staff of the MRM for the repainting of our caboose and changing the trucks out at the last minute. We even got markers installed for the trip. As they say "when the going gets tough the tough get going", and they did.

The members of the Danville Junction Chapter were invited to ride the caboose. In all we spotted 11 members of the chapter, some members of the WRHS and others there to ride or take pictures of the train. Not a bad turnout. The entire trip to downtown Monticello, the photo runbys, the dedication and the return trip came off like clockwork. We are sure that Randy and the MRM staff collapsed Saturday night.

Again, we thank the MRM and the WRHS for a great weekend and look forward to having our caboose used again this year, hopefully for Railfan Days in September. Be sure you get to Monticello to see Wabash #1189.

NRHS CONVENTION 1992

Another convention is history. The recent convention in San Jose, California was a great success.

From the board meeting came the notice that starting October 1 the film library will no longer charge chapters for film or video, however the chapter will have to pay postage. This should help with the rental and use of the library. Two new chapters were chartered. They are the Cochise Chapter in Sierra Vista, AZ and United Kingdom Chapter in London.

Railway Heritage Grants of \$2,000 were awarded to the Western Maryland Chapter to republish a 1899 book on the West Virginia Central and Pittsburgh RR and to the Rio Grande Chapter toward development of a static display of the Uintah Railway.

The NRHS and the Locomotive and Railway Preservation magazine reached an agreement in which NRHS members will receive a \$2.50 discount on the L&RP rates each year. In the dues area no changes to the current level of dues was discussed at this meeting. The next board of directors meeting will be in Lexington, KY on November 8.

WC BUYS LINE FROM CNW

Wisconsin Central has concluded the purchase of the Chicago and North Western's 98-mile line between South Itasca (near Superior), and Cameron, WS.

A new connection has been built at Gordon, WS., to link the line with WC's parallel Ladysmith to Superior line. The line will be extensively upgraded.

"This is part of our overall growth and expansion in Wisconsin," said Edward L. Burkhardt, WC president, "and is a good example of a large railroad and a smaller railroad getting together for common interests."

Under the agreement, CNW gains rights to operate over WC track from South Itasca to Wisconsin Rapids, WS., connecting with CNW's existing trackage rights over WC to Necedah, WS.

Via Rail News Update

WISCONSIN CENTRAL, NORTH WESTERN

Wisconsin Central and the Chicago & North Western applauded an Interstate Commerce Commission decision to give each half a loaf in their dispute over the former's proposed purchase of two short-line railroads in Wisconsin.



Bay & Western railroads be handled as a "minor" rather than a "significant" transaction. Though such treatment places a greater burden of proof on Wisconsin Central, the Commission slated the case for an expedited schedule that calls for a final decision on Dec. 10, only 10 days later than the deadline suggested by Wisconsin Central.

Wisconsin Central President Edward Burkhardt said he was "very pleased" with the Commission's decision and remained "confident that this pro-competitive transaction offers major benefits to Wisconsin in terms of economic development, faster service, and more jobs over the long-term."



Chicago & North Western President Robert Schmiede used almost the same words in congratulating the Commission: "We are pleased that the ICC recognized the significance of Wisconsin Central's proposed takeover of these two railroads,

which would create a rail monopoly spanning much of Wisconsin and the entire Upper Peninsula of Michigan."

C&NW announced, as expected, that it would seek conditions on the Wisconsin Central's purchase of the GB&W and the FRVR. C&NW owned the Fox River Valley until 1988 and it continues to serve as a link to trackage that the C&NW still owns in northern Wisconsin and Michigan's Upper Peninsula. Those conditions, to be sought in a filing set for July 13, will include trackage rights over the FRVR between Milwaukee and Green Bay, separate trackage rights on Wisconsin Central between Wausau and Wisconsin Rapids, switching rights to serve points now served by the Wisconsin Central and one or both of roads it is purchasing, and the continued right to set through rates to points served solely by FRVR. *Via CBOT Transportation Newsletter*

UNDER FINANCIAL SCRUTINY, AMTRAK COMES OUT CLEAN

How is Amtrak spending its taxpayer dollars? Three members of Congress recently asked the General Accounting Office for an accounting. Last month, GAO made public a 23-page "fact sheet" covering everything from the cost of train operations and equipment maintenance to travel allowances for Amtrak staff.



What the inquiring members of Congress hoped GAO would find is not clear. GAO issued its report with the disclaimer that it did not address "the appropriateness of any of Amtrak's expenditures." But an examination of the "fact sheet" shows that Amtrak, far from being a prolific spender, has been watching and controlling its costs carefully-not surprising to anyone familiar with the lean man-

agement style of Amtrak President W. Graham Claytor, Jr.

As for the big picture, GAO noted: "In recent years Amtrak's requirement of federal operating subsidies has decreased. In fiscal year 1980, Amtrak covered 48% of its operating expenses through revenues and required a \$650.4 million operating subsidy. In fiscal year 1991, Amtrak covered nearly 79% of its expenses with revenues and required a \$343.1 million operating subsidy."

The Congressional inquirers specifically requested information for fiscal years 1988-1991. Reported GAO: "Amtrak's operating revenues increased by 22.8% between fiscal years 1988 and 1991, while expenses increased by 18.4% during the same period."

Wherever expenses might seem somewhat out of line, there was a good explanation. For example, air travel expenses for the office of the vice president for passenger services increased from about \$55,000 in fiscal 1988 to over \$124,000 in fiscal year 1989 - but this included "the cost of returning onboard service personnel to their home bases when service was disrupted because of such problems as floods and mud slides." Travel-related expenses of the office of vice president, engineering, increased from \$8,572 in 1989 to \$113,131 in 1990 - because in the latter year 12 members of a "Management Associates" program in that office traveled throughout the system to

learn the operations of the mechanical/engineering department.

The bottom line of GAO's inquiry: Amtrak continues to be perhaps the leanest, most efficient program supported (in part) by taxpayer dollars - certainly, one of the few, if not the only one, that requires fewer and fewer of those taxpayer dollars as it grows.

Via Railway Age

CONRAIL TO ACQUIRE 225 NEW LOCOMOTIVES

Consolidated Rail Corporation announced today that it is acquiring 225 new state-of-the-art locomotives over a period of three years, beginning in 1993. Purchase orders have been awarded to the Electro-Motive Division of General Motors for 105 locomotives and to General Electric Transportation Systems of the General Electric Company, for 70 locomotives. Funds have been approved, but purchase orders have not yet been awarded for the remaining 50.

The 3,800-horsepower SD 60M locomotives will be built at EMD's London, Ontario facility. GE will assemble its 4,000-horsepower C-40-8W locomotives at its plant in Erie, Pennsylvania.



"The new locomotives are 25 percent more fuel efficient than those they are replacing," said David M. LeVan, Conrail Senior Vice President for Operations. "With computerized controls, high horsepower and roller traction motor support bearings, they provide the power and reliability demanded by today's competitive marketplace."

Among safety features on the new locomotives are additional high intensity lights that not only provide better illumination of the tracks, but also flash at crossings to better catch the attention of motorists and pedestrians. The engineers who operate these new locomotives will enjoy ergonomically-designed seats with lumbar support, situated in wider, air conditioned cabs.

According to LeVan, "All of the features of the new locomotives are designed to help Conrail reach its goal of constantly improving service to its customers."

CONRAIL

Conrail's top officials are holding tight to their cautious attitude toward steam excursions, which means that K-4 1361 won't be back on Conrail tracks without a top-notch renovation job and passing grades from various inspections. "It's a safety problem" James A. Hagen, Conrail chairman, said in an interview with Altoona Mirror reporters. He maintains that the potential for something to go wrong is great because steam locomotives and the passenger cars they pull are old.

Keystone Restoration, Inc. is preparing to take over the job of restoring the K-4 to operating condition with the idea that it will run some excursions - but if the group cannot meet Conrail's safety requirements, the crew might be limited to running the K-4 on private rail lines. While Conrail officials seem to cringe a bit when asked about steam excursions, they're not prohibiting all trips, and Hagen said he wouldn't rule out the K-4 someday traveling

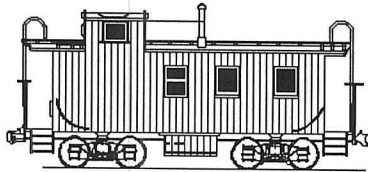
Amtrak's Revenue, Expenses, and Federal Subsidies, Fiscal Years
(dollars in thousands)

	1988	1989	1990	1991
Revenues	\$1,106,727	\$1,269,070	\$1,308,425	\$1,358,950
Expenses				
Train operations	374,845	400,959	417,454	449,585
Maintenance and equipment	384,049	429,038	470,176	443,481
Maintenance of way	193,404	226,789	202,894	204,511
Onboard services	149,921	165,598	173,303	169,733
Stations	109,929	115,749	123,488	125,464
Marketing and reservations	149,670	172,879	176,708	184,457
General support	136,501	135,655	150,284	147,293
Taxes and insurance	61,564	76,497	60,805	63,368
Depreciation and amortization	153,731	165,802	181,619	202,643
General and administrative	41,173	42,061	45,526	49,531
Special charges				27,165
Interest	2,296	3,507	9,583	13,307
Total	\$1,757,083	\$1,934,543	\$2,011,840	\$2,080,538
Net loss	(650,356)	(665,473)	(703,415)	(721,588)
Federal operating subsidies	532,300	\$ 553,800	\$ 520,100	\$ 343,100

Amtrak's fiscal year runs from October to September.
The federal subsidy is substantially less than the net loss because certain noncash expenses (e.g., depreciation) and other expenses are not covered by federal subsidies.
Source: Amtrak's 1989 and 1991 annual reports.

Conrail lines. "We'll do it on a case-by-case basis," he said. Hagen and J. W. Fallon, Conrail's Harrisburg division general manager said that the number of trains is too numerous to allow a steam locomotive the opportunity to travel around the Horseshoe Curve.

Via Altoona Mirror



WHEEL REPORT

Ringling Brothers and Barnum & Bailey Circus may have to relocate winter home if Seminole Gulf Railway proceeds with plans to abandon thirteen miles of track leading to Venice, FL. Seminole Gulf has stated that repair - estimated to require six months and between \$.5 to \$1.5 million - would be too costly, but officials of the circus - based in Venice for 32 years and operating two circus trains - say line is their lifeline. Meanwhile, three other cities have made offers to the circus to relocate. *Via The Lake Shore Timetable*

THE ST. LOUIS LIGHT RAIL held a dedication on July 10, 1992 for their new maintenance facility and part of the new equipment. Though much work remains before the line opens in 1993, some of the new cars have arrived. Much of the downtown area on former TRRA right of way is completed with the overhead up. Near the airport work continues on the line as well as the Mississippi River crossing and the Illinois side of the line. Upon completion the line will connect 5th and Missouri Street in E. St. Louis to the main terminal at the airport via downtown St. Louis.

1993 CALENDAR is available from the chapter. the Audio-Visual Design calendar is available to members at \$7.50 each. Featured this year is GTW, MEC, CSX, Sante Fe,

Amtrak and many more. Both steam and diesel are on the calendar. You may purchase your copy at the Museum or at the September meeting.

NORFOLK SOUTHERN may build a new intermodal facility in Chicago next to the former Wabash Landers Yard. Located just east of the BRC Clearing Yard on BRC property, to be purchased by NS, the new facility will provide unloading/loading for containers on stack cars and trailers on flat cars. Plan preparation will begin soon with construction planned to begin next spring for the facility.

As part of the new facility the BRC tracks will be relocated to the north to allow the 1 mile of intermodal tracks. A nearby shopping center and former drive-in theater will be razed to make room for the storage facility.

As indicated in a past issue, NS has been taking delivery of domestic containers over the past few months. 150 53-foot and 200 48-foot containers have been delivered. 300 single-well stack cars are also arriving to be used in domestic service. The new service is a joint effort with NS and Triple Crown Services.

CLASS I railroads have agreed to cover the cost of Class II and Class III railroads installing the AEI tags on shortline equipment. The Class I will preform the tagging operation. However, the others may tag their own but must have a specific agreement with the Class I to receive reimbursement of \$78 per car.

1993 NRHS CONVENTION is coming in just 11 short months. We hope you are planning to attend as this will be the 25th year for the Danville Junction Chapter. we received our charter at the summer convention 24 years ago.

For our area the best trip will be via the Union Pacific to Findlay Junction behind Challenger #3985. The UP is planning to bring the locomotive to Chicago for her fiftyeth birthday. In addition it marks 40 years of UP steam excursions and the 128th anniversary of UP steam operations. Makes our 25th look small by com-

parison. The trip to Findlay will include 4 to 6 photo runbys over the 12 hour trip.

CONRAIL HAS BEEN SUED by the State of Massachusetts for the practice of engine idling. A new state law bans "unnecessary idling" for more than 30 minutes. Citing provisions of the State's Clean Air Act the attorney General filed the suit to end the waste of 2.5 million gallons of fuel and emission of 30,00 tons of air pollutants during the idling. Conrail was caught by surprise by the move which will present problems in winter weather. (Ed. We wonder if the trucks at rest stops and truck stoops fall into the category). *From Green Block via Old Smoky Railway Museum.*

CHICAGO AND ILLINOIS MIDLAND detoured over Norfolk Southern between Taylorville and Springfield. The detour was caused by a settlement between Taylorville and CIMIC. Detour began on Monday the 17th and ended on the 21th.

THE UNION PACIFIC AND THE FNM of Mexico have become more involved in exchanging freight in recent years. Now the two railroads are exchanging other technology including precision rail measuring equipment and rate exchanges. A comparison of the UP and the FNM indicates the route miles for the UP is 20,300 compared to the FNM. Revenue ton miles is 290 to 50 with a comparison of 29,000 employees for the UP compared to 82,000 for the FNM. Tons per route mile for FNM is only 3,200 while the UP comes in at 14,100. Shows what private enterprise will do.

THE ILLINOIS CENTRAL will close two additional towers this year. Presently signal crews are in the process of getting Avenue Tower in Springfield ready for automation. In Tuscola the Union Pacific is doing the track work for the single line across the IC. The new diamonds are in and within two months, by the end of October, the system should be ready for cutover. In July the Edgewood interlocking was transferred to the dispatcher in Homewood. Upon completion of the work noted above the remaining

manned interlockings will be Champaign, Gibson City and Gilman. Plans are for those points to be closed late this year or next year.

CSX NEWS

CSX has ordered additional 28 Dash 8-40CW's - 7818-7845 - from GE for delivery during fourth quarter 1992. CSX has placed two of these units on most trains now and the railfanning in the Danville area leaves much to be desired sometimes.

The closing of North Yard has not had the adverse affect on NS that we thought it might. The most affect is on yard moves, both NS and CSX. NS has found itself in the interchange yard for an hour or more and unable to get out. Road trains seem to get through as the dispatcher is trying to accommodate. Road trains do contact the CSX dispatcher on the dispatcher radio when nearing Eldan or in Tilton. This occurs when they have radios with the multiple channel capability.



CSX and NS are working on joint trackage rights from Frisco, TN to Spartanburg, SC. The plan would allow NS to operate 2 to 3 trains a day over the former Clinchfield. Plans would call for a bypass track around Erwin Yard along with signal upgrading by NS. Jacksonville is looking at double track from Boone, TN to Erwin Yard and in the Green Mountain area.

NS would like to do away with Saluda Mountain's 5 percent grade. It would save NS one set of train crews. In exchange CSX is looking at trackage rights in Georgia and this would be a trade.

From the Watauga Valley Chapter via Old Smoky Chapter.



CP DOUBLE-STACK MONTREAL- CHICAGO RUN MAY CREATE NEW US- CANADA GATEWAY

CP Rail System has successfully tested a double-stack train run from Montreal to Chicago, opening the possibility of a new gateway between the United States and Canada.

The test run, on July 18, was from CP's Lachine terminal in the Port of Montreal to its Schiller Park intermodal terminal in Chicago.

"This was a good running exercise and it gives us food for thought for the future," said Richard Bell, CP's deputy chief of transportation services in Toronto.

The train left Lachine in the morning, crossed the US-Canadian border at Rouses Point, NY, then proceeded down CP's Delaware & Hudson Railroad to Buffalo, NY. From there, the train was handed off to Norfolk Southern Corp. for a 550-mile run to Indiana Belt Harbor Railroads Osborne Yard in Chicago. Crews for that railroad brought the train into Schiller Park 36 hours later.

The running time would have been better if not for a crossing accident that delayed the train for an hour and 20 minutes, Mr. Bell said. If continued, the running times are expected to be better, especially because the trains will bypass CP's oft-congested main freight terminal at St. Luc, Montreal.

In preparation for the test, CP, D&H and NS meshed schedules while CP matched the test train's power units with a scheduled CP train that was leaving Chicago that Saturday, Mr. Bell noted.

CP also had to notify the US Customs Service of a change in documentation for the test run, because it was switching its point of US entry to Rouses Point, NY. Ordinarily, freight from the Canadian maritimes (which was aboard the test train) would list Detroit as the point-of-entry.

"Swinging this train to Rouses Point means the customs point-of-entry has to be changed," Mr. Bell said.

If CP decides to offer regularly scheduled stack service between Montreal and Chicago via Rouses Point, D & H, which has running rights to Montreal, is likely to get the call.

CP offers daily stack service between Montreal and Toronto and from Marport, in Port Elizabeth, NY to those two Canadian cities, said John Cox, a CP spokesman.

Via The Journal of Commerce

NS INTERMODAL - A SUCCESS

Come rain or shine, Norfolk Southern's (NS) intermodal business continues to grow. Although the US intermodal business grew at less than 1% last year because of the recession, NS intermodal shipments increased by 5% and revenue by 9%. NS' pioneering Triple Crown RoadRailer services are the fastest growing area within intermodal and the railway as a whole, with an annual increase of 20%. This is followed by container traffic - either single or double-stack - which is growing at 120% a year. The movement of road trailers is stagnant, and is expected to decline in the future.

Highway competition is extremely tough in the intermodal business, so service quality is crucial, as Mr. Thomas L. Finkbiner, NS' assistant vice-president, international and intermodal marketing, explained: "Trucks can cover about 800km a day, but short-haul railways like NS have a tough time living up to that. So we try to compete on consistency and price." Unit trains give the best consistency and the least damage to freight. All Triple Crown services are operated as unit trains, compared with about 50% of container services, and less than half of trailer-on-flat-car (TOFC) services. Overall, about 50% of intermodal services run in unit trains and the objective is to increase this gradually to 90%.

The profitability of intermodal services is improving but it is still not as profitable as NS would like. Now that train crews are down to two men, the next big saving will come from better utilization of equipment. "We want to achieve one revenue load per week," Finkbinder said. "We are doing better than this with RoadRailers, but worse with containers. With trailers, we only manage to achieve a load per vehicle every 16 days."

Finkbinder believes that utilization can be improved by running a more consistent service, and through better control of the selling process. Triple Crown services are sold directly to the customer, but TOFC is sold through third parties, and international container services are marketed through shipping companies. NS would like to sell more services direct to the client, or where this is not possible, NS wants more control over the sales efforts of third parties.

"Intermodal is a very impatient market," Finkbinder told IRJ. "Normally, you try to stay one step ahead of the market, but at the moment we are running behind and trying to catch up. Our biggest single problem is trying to do all we need to do quickly enough, especially in modernizing terminals, buying new equipment, and introducing new services."



Despite spending \$70 million on terminals over the last three years, Finkbinder admits that NS is behind with its terminals improvement program. More top lift equipment is needed to cope with the increase in traffic. NS has spent \$130 million on new intermodal equipment over the last five years, and plans to invest another \$90 million to \$100 million over the next five years.

NS has been purchasing equipment outright, but now it plans to start leasing domestic containers. There are a number of reasons for this, as Finkbinder explained: "Domestic containers are still a somewhat unproven technology. They are aluminum instead of steel. Customers

want a door with a 2794 mm opening instead of the traditional 2718 mm opening. This means a special chassis. We expect to get three to four loads per month with a domestic aluminum container compared with just one a month for an ISO container. So, I don't think that a domestic container will have the 10 to 15 year life of an ISO unit. There are also new players trying to get into railway leasing, so rates are very affordable."

About 90% of NS' container business is international, and 10% domestic, but domestic container traffic is growing at about twice the rate of international. "The economics of container traffic are favorable for NS in our geographic situation, so we will continue to invest in double-stack and domestic containers," Finkbinder said. NS is steadily increasing the number of main lines able to accept double-stack trains. NS currently has about 6500 km of lines available. Last year, NS completed work in the Roanoke-Knoxville line by raising tunnel clearances in the Appalachian mountains at a cost of \$3.8 million. This enabled NS to introduce its first double-stack service between Norfolk and Chicago. The train also pioneered the use of single-well double-stack wagons, of which NS now has 450. The new wagons increase flex-

ibility, as they avoid the need to move double-stack containers in multiples of 10.

Two more routes are being cleared for double-stack operation: Louisville-St. Louis which will be ready by the end of the year, and Bellevue-Cleveland-Buffalo which will be completed by mid-1993. NS plans to upgrade the Jacksonville-Columbus-Birmingham-St Louis line for double-stack operation.

Finkbinder believes that the long-term outlook for TOFC traffic is flat to downward. Traffic is holding up at the moment because of the shortage of truck drivers. TOFC equipment is old, and NS would like to see this traffic containerized. "We

own very few trailers so we are not a big player," Finkbinder said, "We move a lot of other people's trailers."

Triple Crown offers a door-to-door service within a standard schedule. It is priced above the rate for TOFC, but below that charged by trucking companies. These facts help to explain the appeal of Triple Crown. During the first few months of this year, Triple Crown was running about 30% above last year in terms of both revenue and traffic.

Finkbinder is not satisfied with the technical performance of the RoadRailer equipment. "It is relatively expensive to maintain, and it

RoadRailer

is difficult to operate because it is a relatively new technology, so we are spending a lot to keep the equipment running," Finkbinder told IRJ. "We expect the situation to improve with the next generation of equipment."

As to the future of Triple Crown, Finkbinder outlined his philosophy: "It has taken a lot to get the operation financially sound, so we are reluctant to take more risks. We will therefore expand slowly and cautiously."

International Railway Journal

AMTRAK TO RUN MIAMI-LA TRAIN

Amtrak plans to begin operating its first coast-to-coast passenger train next April.

The train will be an extension of the Los Angeles-New Orleans Sunset Limited and will operate through Jacksonville, Mobile, Biloxi, New Orleans, Houston and Tucson. The tri-weekly train will be the first regularly scheduled U.S. passenger train ever to provide a direct link between cities on the East and West Coasts.

Originally, Amtrak had hoped to begin the service in October. However, extensive track and signal

improvement and modifications will be required before the service can begin. Those improvements will be made by CSX Transportation, owner of the tracks between Miami and New Orleans. Funds for the improvements are being provided by Florida, Alabama, Mississippi and Louisiana.

The trip will take about 58 hours and cross eight states (California, Arizona, New Mexico, Texas, Louisiana, Mississippi, Alabama and Florida). The train will be equipped with double-deck superliner equipment.

"The establishment of a direct train route between New Orleans and Florida has been an Amtrak goal for 21 years and fills an obvious gap in the amtrak route system," said Amtrak President W. Graham Claytor, Jr.

Via Rail News Update

NS JOINS REFLECTIVE TAPE STUDY

Norfolk Southern trains are being used in a year-long study to test the effectiveness of highly reflective tape on a series of its freight cars.

The reflective sheeting strips measure four inches wide and three feet long and are being applied to the sides of freight cars in alternating strips of red and white. Diamond Grade, the reflective sheeting manufactured by 3M, is being tested on rapid-discharge unit coal trains from Sheffield, AL., to Wansley, GA., as well as on single-unit double stack well cars moving on NS intermodal trains.

Anna Carroll, project engineer for the Railway Safety division of the John A. Volpe National Transportation Center, said, "the purpose of the study is to research retro-reflective material to increase conspicuity of rail cars."

The Center, a branch of the U.S. Department of Transportation, will monitor selected grade crossings on the NS system for one year and

compare the accident rates from previous years in order to determine if the reflective sheeting can be effective in reducing collisions.

Via Rail News Update

SP-THREE DISTRIBUTION SERVICES UNITS RELOCATE TO DENVER

Following a management review of proposed moves to Denver for 1992, three Distribution Services units will transfer to Denver, announced Tom Matthews, Vice President, Administration.

The three units making the move to Denver include:

Metals and ore, from Monterey Park to Denver. This unit includes approximately 25 employees and should be completed by early fall, 1992.

Food and Agriculture, from San Francisco to Denver. This unit includes approximately 35 employees and should also be completed by early fall, 1992.

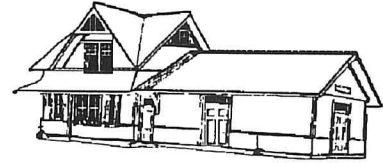
Marketing Services will leave its current office at 101 California Street, San Francisco when the lease expires on December 1, 1992. Matthews said, "A follow-up analysis is underway to determine the full extent of this group's move." Distribution Services management will notify affected employees of their transfer to Denver. Moves should be completed in late December or early January, 1993.

Matthews also said that three units will not move to Denver in 1992: Purchasing and Material, and the Mechanical Department, now located in the general office building in San Francisco; and the Houston Dispatch office, which will remain in Houston.

Matthews said, "The Company will continue to centralize all field clerical

functions to Denver, e.g. Customer Service, Data entry and Yard Office, while operating satellite offices in Monterey Park and in Houston."

Via Southern Pacific News



CHAPTER CABOOSE SPECIAL

On Saturday, September 19, Wabash caboose #2824 will be added to the passenger train at the Monticello Railroad Museum for a charter trip by the Danville Junction Chapter. The 1:00 PM trip will be chartered for our chapter and museum members. Motive power on the passenger train will be the Wabash F-unit noted in this issue. The charter trip will be free to all members and guests on Saturday. After the 1:00 PM trip the caboose will be open to the general public, however, if you are late in arriving you will be able to still ride free.

Railroad Days is a great time to visit the museum. Two trains will be operating along with motor car rides. Maybe Bob McQuown will have his car there this year. Ride the NKP observation car (flat car) and other equipment.

Bring the kids and give them a ride back in history. Join us on the caboose on the 19th.

