

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

The DANVILLE FLYER is published monthly by the DANVILLE JUNCTION CHAPTER of the NATIONAL RAILWAY HISTORICAL SOCIETY for its members and other interested persons.

The DANVILLE JUNCTION CHAPTER, NRHS, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum features many railroad displays plus a operating HO model railroad.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$12.00 for Chapter membership in addition to \$14.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July, August and December) at the Palmer American National Bank, corner of Vermilion and Main St., downtown Danville, Il. beginning at 7:30 PM Central Time.

OFFICERS FOR 1993

Our 25th Year

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

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COMING EVENTS

September 16, 1993

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

September 18-19, 1993

Monticello Railway Museum, Railroad Days. Mixed Trains and motor car rides, all day tickets. Chapter Wabash caboose will operated this weekend.

September 25, 1993

Beech Grove, IN. Model Railroad Show and sale at Beech Grove Benedictine Center, 1402 Southern Ave. 11-4, \$2. admission.

November 6-7, 1993

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

November 20-21, 1993

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

NEXT MEETING

Here it is , meeting time again. Hard to believe that summer is almost over, kids are back to school and the fall clothes will be coming out soon. The September meeting will be held at the Palmer Bank, corner of Vermilion and Main Street in downtown Danville on September 16 beginning at 7:30 PM.

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



We welcome new members Robert and Rosemary Hollis, 42 Hidden Acres, Greentown, IN to the Chapter. They have been recent visitors to the museum and have become friends with Jesse Bennett. In research of the family tree they discovered a link between Bob's grandfather that worked for the C&EI and Jess's mother, who saw the wreck involving Bob's grandfather.

This month's program will be presented by Jesse Bennett. This summer Jess and his wife visited their son in Germany. While there they traveled to several locations by train including the Orient Express. Jess will show slides of the this great trip. In October member Bob McQuown will show slides of his summer trip to England. What a great fall meeting lineup.

SPRINGFIELD RELOCATION

The relocation projects are proceeding with work on both segments in progress. In early August Norfolk Southern began delivery of materials for the West Track Segment that will see rail construction between the Southern Pacific near Hazeldel and Route 36 west of town. Total length will be about 3.5 miles of new railroad.

The rail train was scheduled to arrive in Springfield on Sunday, August 8, from Atlanta. However, arrival was early on Monday morning in Decatur. This required the local crew out of Springfield to go get the train and bring it back to Springfield. Late in the afternoon they unloaded 11 strands (1440 feet long) under Route 36 west of town. The next day plans were to unload on the SP south of town and out on the Airline, southwest of the city.

Tuesday morning the SP had two pilots at Iles tower ready to get on the train. Both were from Quincy and knew very little about the Springfield line, just enough to be

qualified. At 8:00 AM NS brought the rail train with motive power and headed around the wye to the SP south of Iles. At that point they waited for the northbound Amtrak to get by so we could get track-and-time to lay rail along the mainline between Hazeldel and KC Junction interlockings.



Warehouse for contractor unloading. The pilot had gotten the track time for the main between the interlockings and permission to come out on the main from the interchange track. The NS crew was then facing a read home signal and stopped. The pilot told them to "go by the red signal as they had track time beyond the signal". The NS crew questioned the procedure and refused to pass the red signal as they could see two turnouts lined against them. The pilot called and got permission to pass the red signal and by 10:30 AM we were ready to layout rail.

The SP had not furnished anyone from MofW for the move and the NS crew was totally on their own. While the NS crew got ready to drop rail the motive power cutoff and shoved the 3 cars to Midstates. The pilot did not know where Midstate was nor how to get in. It ended up that I was directing the crew where to spot the cars with help from the NS yardmaster. Once back on the train we headed south stringing rail on both sides of the main (a SP pig train passed us in the siding). The future construction will see the SP laying NS rail on the mainline, inserting NS ties and finally undercutting the line. At completion of the East Track Segment the former SP main will become the main for NS. We were furnishing the rail for the SP work.

At this point the fun began. NS had three carloads of plates they planned to deliver to Midstate

The last strand required that the rail train go past Hazeldel interlocking. This required the pilot to contact the dispatcher. It took almost an hour for the pilot to get the track time as he wanted time to get back to KC Junction and was asking for limits to Ridgley Yard on the north side of town. The SP dispatcher argued and then wouldn't talk to him for the longest time.

After proceeding north to KC Junction to get out on the Airline District the dispatcher held the train for 2 hours while he ran Amtrak and one freight train. At 3 PM we headed out west to a point just west of Veterans Parkway. There the train unloaded 6 strands of rail before deciding to tie up back in the IC interchange track for the night.



Wednesday was a disaster. During the night the IC was bringing grain cars back from Carrans Elevator and dumped 4 cars about one-half mile west of KC Junction. There was no way to get the train out to unload and new route planning took place. The NS yardmaster talked with the SP, the Gateway Western and the elevator at Carrans to see if we could use the "back door" to reach the site. Everyone said yes and the decision was made to go around the loop in the morning.

Thursday the Gateway Western pilot was at Iles as was the SP pilot. Both boarded the train and it backed out of the interchange and onto the NS main to head west. The elevator is about 5 miles west of town and has NS on the north side, C&NW on the west side and the GWWR on the south (the SP owns to Cockrell Lane). NS lined through the elevator tracks, past the loading towers and out the back to the GWWR. At that point they had a track permit to enter the railroad and proceeded east to the SP. The SP pilot was

supposed to have the permit to get to Veterans Parkway as a joint permit with the MofW working on the wreck. However, he had not done so. Now began the task of getting the dispatcher permission to get on the track. When told where the train was the SP dispatcher said they could not get there without going through Roodhouse. NS proved him wrong. By 11 AM the train was on site and by 12:30 the balance 8 strands were unloaded. The trip backwards was uneventful, the train finally making it back to NS and departure for Atlanta.

In late September we get to do it again with additional rail for the West Segment and all of the rail for the East Segment. Hopefully, the trip will go better. The NS crews were amazed at how the SP operated. The lack of supervision on the site and the inexperience of the crews was a surprise to them.

Rick

RAILROADS MEET FLOOD CHALLENGE

Despite the massive Midwest flooding that resulted in "one of the most devastating natural disasters ever to befall American transportation," railroads have remained "open for business", said Edwin L. Harper, AAR president and CEO.

Mr. Harper hailed the efforts of the thousand of rail workers who have been laboring around the clock to repair flood-affected tracks, keep trains moving and customers satisfied. He noted that more than 25 percent of the nation's rail traffic either originates, terminates or passes through the flood-ravaged area. To keep customers satisfied, more than 1,000 trains have been rerouted over track of at least one other railroad since the flooding began. He explained that the National Industrial Transportation League, the nation's largest shipper

organization, has not received a single member complaint regarding railroad service through the flood-ravaged area.

"What is important is that freight is moving. And I do not expect to see any increase in the price of a can of tuna, a loaf of bread or a kilowatt of energy as a result of the cost incurred by the railroad to keep freight operating," said Mr. Harper. Putting an exact dollar figure on the damage sustained by the railroads because of the floods is difficult he said. However he would not be surprised to see the bill for physical damage total somewhere between \$100 and \$200 million. These costs do not cover costs of detouring trains and the loss of business.

More than 500 miles of track has been under water at some time during the flood. Although fewer than 100 miles has been washed away additional damage may occur as the water recedes. Removing debris, cleaning fouled track ballast and restabilizing track subgrade may cost \$100,000 a mile. Cited in the costs was a Santa Fe figure of \$2 million to replace a washed-away bridge at Marceline, Missouri. (One bridge was replaced in 8 days, a typical railroad feat.)

| Damage Could Reach \$200 Million | |
|--------------------------------------|------------------|
| Washed out track (50-100 miles) | \$50-100 million |
| Track under water (300-500 miles) | \$30-50 million |
| Bridges | \$15-25 million |
| Signals | \$10-20 million |
| Switches | \$3-5 million |
| Rolling Stock | \$1.5-2 million |

"It is quite apparent during this severe natural disaster that more than a decade of economic deregulation has braced and fortified the railroad industry to permit it to weather the storm," Mr. Harper concluded.

Only Conrail and CSX were not affected by damage to the physical

plant. Both railroads suffered due to loss of interchange business and CSX saw some detour trains on their lines. BN was hard hit with the mainline in Iowa flooded, lines closed at Burlington, Iowa, the river line from Burlington south to St. Louis and south of St. Louis under water in many locations, in some places gone. The SP did not have much damage as they operate on track-age rights, however, they saw an increase in detour traffic and faced a shortage of motive power.

The Gateway Western, one of the small regional railroads, took the hardest hit of all railroads when the Missouri river decided to change its course, saving itself about seven miles on its way to the Mississippi, costing the GWWR millions of dollars in damage. There have been reports of GWWR bankruptcy, but President Reilly McCarren has discounted the reports saying that he has confidence in community support, federal aid and perhaps state aid. Presently the GWWR needs are for cash and bankruptcy would not solve the problem. GWWR has a 1,100 foot break about 55 feet deep where the river not flows. Detouring has been via Burlington Northern and Union Pacific, the former circuitous and the latter expensive, since GWWR didn't have a prior detour agreement.

Through it all the railroads continued to serve the public and the customer. The number of carloading showed only a flattening during the flood along with the income from hauling goods. The losses will be great for some but most will be able to carry on through. The shortlines and regionals will have difficulty in rehabilitating trackwork but part of the government relief funds will be directed toward them. It proves the old verbiage, "When the going gets the tough get going."

*Via Railway Age and Rail News
Update and your Editor*

HEAVY BURDEN ON RAILROADS BY DEFICIT REDUCTION PLAN

By a one vote margin, the senate has approved a deficit reduction program that unjustly discriminates against railroads.

Vice President Al Gore, who votes only in the case of ties, cast the deciding vote after six democrats joined 43 republicans in voting against the plan. Forty-nine democrats voted to support the plan.

Under the legislation, railroads would be the only industry in the United States required to pay two fuel taxes for deficit reduction - a new 4.3 cent a gallon tax on transportation fuels and a 2.5 cent a gallon tax that originally was imposed on railroads and highway users in 1990.

Both the senate and house deficit reduction plans would require railroads to continue paying that 2.5 cent per gallon deficit reduction tax while the 2.5 cents paid by highway users would be diverted to the highway trust fund, paying for roads and other programs that directly benefit truckers.

Under the senate measure, railroads would be compelled to pay 6.8 cents a gallon toward deficit reduction while truckers and other highway users would pay only 4.3 cents. Railroads would thus be forced to pay about 60 percent more toward deficit reduction than truckers. The total cost to railroads of the two deficit reduction fuels taxes would be about \$200 million annually.

The Senate measure grants an exemption from the new tax for commercial aviation fuel. This would place Amtrak at a competitive disadvantage since it would have to pay the new tax while airlines wouldn't.

The Senate plan is aimed at cutting the deficit by \$500 billion over the next five years through a combination of tax increases and spending cuts.

In addition to imposing a transportation fuels tax, the legislation would also raise corporate income tax rates from 34 to 35 percent. Each one percent increase in the corporate income tax costs railroads about \$50 million annually.

The program does contain one provision sought by the railroad industry. It would permanently transfer to the Tier II Railroad Retirement account taxes that are paid on Railroad Retirement benefits. Taxes paid on Social Security benefits are similarly transferred to the Social Security account.

The measure will now go to a joint Senate-House conference committee which will iron out substantial differences between the House and Senate deficit reduction plans. The House plan relies heavily on a BTU tax to reduce the deficit. That tax would cost railroads about 8 cents a gallon, or almost \$250 million annually.

Via Rail News Update

SP NAMES MOYERS NEW CEO

Edward L. Moyers has been named president and CEO of SP Rail and Chairman and CEO of all the railroad operating companies combined as Southern Pacific Lines.

SP Rail Chairman Philip Anschutz said, "Ed Moyers brings critical management skills as the former top executive of two successful railroads and his abilities will enhance the implementation of our long range-plans." Mr. Anschutz will remain chairman of SP Rail.

Mr. Moyers was president and CEO of Illinois Central Corp. and IC Railroad from 1989 until this

February when he retired. Before that he was president and CEO of MidSouth Corp., operator of MidSouth Rail.

Mr. Moyers was CEO of IC when it launched a successful stock offering. SP has announced plans for a public stock offering later this summer.

"Southern Pacific Lines has an excellent route system. And they have a solid management team, which I am proud to join," Mr. Moyers said. "I am especially pleased that Phil Anschutz will continue to be involved as chairman of SP Rail."

Via Rail News Update

CLIENT SERVER ON TRACK AT RAILROAD

The train may be leaving the platform, but NCR Corporation is definitely on board. Union Pacific will spend some \$6 million with the computer maker to build a client-server-based, corporatwide, decision support system and complementary applications. The software will run on an NCR 3600 massively parallel system sporting more than 40 Intel 486 chips and 125 gigabytes of storage.



The railroad plans to offload all of its transportation information from its current mainframes and place it on the massively parallel system.

"Each of our companies was faced with the same problem - massive amounts of data and no effective way to manage it" says L. Merrill Bryan Jr., President and CEO of Union Pacific Technologies, the IT provider for all of the company's subsidiaries.

1993 CHICAGO CONVENTION

Another NRHS convention is history. July 20 through the 25th saw several thousand railfans converge on the railroad capitol of the world for a week of train riding, watching and photographing.

The Danville Junction Chapter was well represented this year in the registration. Those registered were **Doug Butzow, Bill Darner, Brian Higgins, Tom Holmberg, Fred and Sharon Hubbard, Charles and Barbara McMillian, Randy Rippy, Richard Schroeder, Dave Sherrill, Dennis and Nick Slone, Paul Somers, and Richard Ward.** Hopefully some of you were able to chase the trains during the week.

The week started with the Union Pacific Challenger 3985 arriving Villa Grove about 1/12 hours late. Several of us were chasing the train from Tuscola to north of Danville. The train made up time and arrived in Chicago not too far off the advertised. On Tuesday Dave and Rick left for northern Indiana to catch the doubleheader arrive on Norfolk Southern. We followed the train into State Line, Indiana and then headed for the Palmer House. That evening Randy R. arrived to join us.

On Wednesday the Metra Hiawatha departed for the Illinois Railway Museum behind two Metra F units. We arrived in Elgin where we transferred to buses for the trip to the museum. As soon as we arrived the museum held a runby of 5 trains of various consists. The Burlington Zephyr and the North Shore Electroliner were the highlight of the runbys. After the runbys we spread out to look at, ride and photograph the various cars and locomotives on the museum grounds. The trolley car oval had 7 cars running at one time. The museum staff put on a great show for the NRHS.

Wednesday night Tom H. and Doug B. joined us. Thursday morning we were up early for the bus ride to Yard Center and the trip to Findley Junction behind the UP #3985. We were on time arriving at Yard Center but several later busses got lost and the train was 1 1/2 hours late in leaving.

What a great ride we had. Three of us rode the first dome car and were amazed at the crowds that were along the route. It was fun to look for the most unusual photo location. We decided that on top of the ground storage water tanks in Steger were the best. Our first runby was just south of Route 36 in Vermilion County. Arrival in Villa Grove was close to the advertised.

After a short stop we departed for Findley Junction to turn the train. The Challenger made it around the wye with very little trouble (compared to #844 in 1990) and shortly we headed back for Villa Grove. A photo runby was made south of Tuscola. All along the route through Arthur the Amish were trackside waving at the train. We arrived at Villa Grove and had a 1 hour plus service stop where passengers could detrain.

The trip back was smooth with a photo runby at the first location. As we traveled north of Watseka the sun set. However, there were still hundreds of people trackside with headlights turned on. In the south suburbs there were hundreds out waving in the dark. Arrival was about 1 hour late into Yard Center. Your editor can now say that he has ridden on the Chicago and Eastern Illinois Railroad in a dome car behind a steam engine from Chicago to St. Louis. (Not all in one year, however)

Friday was a day of seminars and field trips, a railroaders show, or going off on your own to watch trains in Chicago. Yours truly attended the Directors meeting at the Palmer House. Friday night was the annual banquet in the Palmer House.

The program "*Chicago Is*" by Mike Schafer and James Poposon followed the dinner. This was a slide presentation that was outstanding, especially for the C&EI fans that saw our favorite railroad being the first scene and then several through-out.

Saturday we left on the Nickel Plate Limited for Argos, Indiana. Departure was from the ex-NKP Calumet Yard. This is a busy line for NS and several trains were passed as they waited in the siding. Dave won the lottery and got a window seat. Randy and I along with Dennis and son rode the coach while R. Ward rode first class. Randy and I shared a four seat area with a couple from the Chicago area, she was on her first real fan trip.

As we neared Argos the rains began. NS had planned to have the runby at Argos as there are several tracks on the south side that allow fans to be back from the train. Since it was raining I decided to stay on (Dave and I got good shots in the sun on Tuesday) while the others got off for the runby. As the last runby was made the rain quit. They got everyone on board and then backed (pulled) the train around the wye to the north where we detrained for a great chicken dinner in the park.

We had about 3 hours at Argos and spent time watching them service the motive power. Departure was on the advertised. On the way back Randy and I spent time in the baggage car listening to the engines work. We took our two new friends to the baggage car and found out we had a new "steam buff". Our arrival back in Calumet Yard was a little late but we made it to the Palmer House around 8 PM. After a quick shower we went to the ballroom where we watched the film festival from the Harry P. Dodge Library. The best movie, for the Wabash fans that is, was the film *Once Upon the Wabash*. In the movie *Steam People*, produced by

Norfolk Southern, we spotted George, a former member, being interviewed.

On Sunday we decided that we would chase the Challenger on its way back to St. Louis. As we loaded the car it began to thunder and rain. It came down in buckets as we drove south. Dave and I stopped at the bridge near Tom H.'s home but the rain and darkness swayed us to head south. We stopped just south of Momence and caught the southbound train. The quick trip was made south but a detour at Milford due to flooding made us lose time. Just north of Hoopston we heard that a runby was planned. We headed south and west to catch the train. The runby was held at Bryce, the location of runbys a few days before. Our next stop was just north of I-74 for the last look at a great train.

I hope many of you that did not attend the convention got to see the train or trains. We will probably never see steam on the C&EI again.

NRHS BOARD MEETING

It was announced at the summer meeting that three Railway Heritage Grants were awarded historical work. The Alabama Chapter/North Alabama Railroad Museum received \$3,000 to begin restoration of a 1926 Alco I-R diesel. The Ontario and Western Chapter received \$1,680 to preserve the collection of over 4,000 historic photographs. and the public television station WNED/WNEQ received \$3,000 for the production of a documentary film on the role of rail transportation in the development in the Buffalo area.

Our friend and member Dana Dawes received a Meritorious Service Award for his service to the society over the years. This was a well deserved award for Dana.

Two historic plaques were presented. They were present in Chicago Union Station during the convention. Another plaque will be presented this fall to commemorate the 40th anniversary of the steam program of the Union Pacific.

Over the past year the society has grown by 5% in membership. The final report of the San Jose convention was accepted. Plans for Atlanta in 1994 were given (Randy, Tom and I signed up already) and it will be another fine convention. The **Cotton Belt Chapter** was awarded to Pine Bluff, Arkansas. The members come from the Cotton Belt Historical Society. Jerry Hilton of the Wisconsin Chapter was elected as their director again.

GALLATIN INTERMODAL WASTE MOVE

The Burlington Northern is the key carrier in the intermodal movement of municipal solid waste ash in 20-foot containers from Hennepin County, Minnesota to Gallatin National's new regional landfill near Peoria, Illinois.



"We're extremely happy with the way our transportation system is working," said Gallatin. "The Burlington Northern, and Barry Vann who handles their waste-by-rail, have supported us in a big way. Rail has given us a big edge in this business, and we look to the BN to play a bigger role as we grow. The trucking companies, SuMik in Minneapolis and G&D in Peoria, that perform the drayage to and from the rail hubs, have done their part as well. The intermodal system has exceeded our expectations, and we are actually handling more than we anticipated.

Via Railway Age

TRIPLE CROWN ORDERS NEW INTERMODAL EQUIPMENT

Triple Crown Services, Inc., the joint intermodal venture owned by Norfolk Southern and Conrail, has ordered 200 53-foot intermodal units from Wabash National Corp.

RoadRailer

The new units will offer interior measurements and cubic capacity comparable to that offered by the 53-foot highway trailer that has become the standard on many trucking lines. The equipment will offer about 4,100 cubic feet of capacity.

Triple Crown also ordered 100 rail bogies from Wabash. The bogies are attached to RoadRailers, permitting them to operate directly on the rails. Triple Crown currently is the only major company making extensive use of RoadRailers, which also come equipped with rubber tires, in intermodal service.

In addition, RoadRailer has developed a ultra-light trailer that has successfully passed testing. A pilot fleet of 20 trailers will be built and tested on Triple Crown trains before production begins in 1994. The new trailers weigh just 600 pounds more than comparable highway trailers.

Via Rail News Update

ICE TRAIN ARRIVES

Amtrak has taken delivery of a German high-speed passenger train, the ICE (Intercity Express) train for a test run later this year.

The ICE train, which arrived in Baltimore on June 29th, consists of two 4,500 horsepower electric locomotives, a luxurious food service

INTERMODAL, AUTOS LEAD RAILROAD TRAFFIC

In spite of the nation's economic slowdown, railroads posted a 7.1 percent gain in intermodal traffic for the first six months of 1993, the Association of American Railroads (AAR) reported today.

More than 3.47 million trailers and containers were transported by rail for the first 26 weeks of 1993, a gain of more than 230,000 over the comparable period in 1992. Rail carloads, which do not include intermodal loadings, increased by 1.2 percent to 8,481,896 for the first half of 1993, while ton-miles were estimated at 549.5 billion, up 3.4 percent over the first six months of 1992.

Excluding coal loadings, which declined by 1.7 percent through mid-1993, rail carloadings increased by 2.9 percent during the first half of 1993, outperforming the overall growth in the nation's economy.

"Rail automotive carloadings increased by 13.4 percent, the largest gain of any commodity," observed Harvey A. Levine, AAR's vice president of economics and finance. He said, "This is a combination of railroads increasing their market share and a relatively good year for the automobile industry." Grain carloadings also increased substantially during the first 26 weeks of 1993, rising by 5.6 percent.

Via Rail News Update

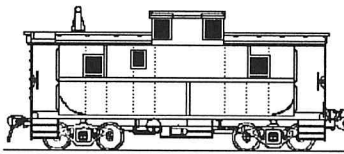
car, a cafe car and four passenger coaches.

Built in Germany by Siemens and AEG, the ICE train will be in technical testing through July. Siemens and AEG brought the train to the U.S. and are sponsoring its nationwide "Goodwill" tour in August and September stopping at only major cities. The tour will not be the same as the X2000 made this summer.

The ICE train, known for its superior acceleration power, is one of the fastest passenger trains in the world - capable of speeds up to 250mph. It is normally run at 175 mph in regular service in Germany.

Amtrak intends to operate the ICE train at speeds of at least 135 mph in regular service, but will test it at higher speeds, according to Amtrak spokesperson Cliff Black.

UPDATED MEMBERSHIP LIST AND NEW CSX TRAIN SCHEDULE ON LAST PAGE, SAVE FOR YOUR USE.



WHEEL REPORT

RIDE OUR WABASH CABOOSE THIS MONTH. Our Wabash caboose will be operating again this month at Monticello. Come ride the trains and motor cars at the museum during Railroad Days. This is a great outing for the family, especially the kids. We hope to see you there.

AMTRAK has detoured the Cardinal and the Hoosier State off of a Conrail line just south of Chicago and onto the Metra-NS commuter line out of Union station. From Union Station trains proceed through Dolton to the Union Pacific and then to Thornton Junction where they take the Grand Trunk Western to the former Monon line of CSX. Opera-

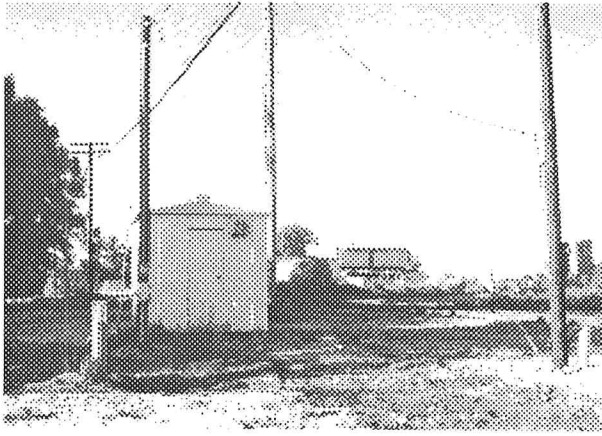
tion on the former route was all 10 mph trackage and Amtrak was the only user. Schedules and station stops are not affected, however, the UP now has Amtrak operating through the former C&E's Yard Center.

ELECTRO MOTIVE DIVISION has received several orders for new motive power this year. Earlier the Burlington Northern ordered 350 locomotives to be delivered over the next few years. Norfolk Southern received six new SD-70's and very shortly placed an order for an additional 50 of the units. Now the SP has ordered 50 new units to be delivered late this year and into next year.

THE LAST THREE LOCOMOTIVES delivered to CSX by General Electric during July 1993 are not Dash 8-40CW's as reported in January Timetable, but rather Dash 8-44CW's. Units are CSX Transportation 9000-9002 instead of 7918-7920, and have electronic fuel injection (like UP Dash 8-40CW 9480), split engine coolant system, foot-mounted alternator (like Amtrak Dash 8-32BWH's and Dash 8-40BPH's), 42-inch wheels and 90/19 traction motor gearing. *Via Lake Shore Timetable*

R. J. CORMAN has purchased the former Nickel Plate Road (ex-Lake Erie & Western) line between Lima and St. Marys (OH) from NS, and leased with option to purchase segment between St. Marys and Fort Recovery (OH). R. J. Corman also is leasing WORA line (former L E & W) Minster Branch between St. Marys and Minster (OH). R. J. Corman start-up was to be July 1. *Via The Lake Shore Timetable*

OPERATION LIFESAVER has issued high quality plastic collector cards featuring photos from 36 different railroads on one side and safety messages on the other. Locomotives of all major railroads are featured, most with the Operation Lifesaver logo. The sets are avail-



The photo shows the "new" North Yard. This "new" North Yard has all of the features of the last one (except cover from rain). On the left is the telephone box for the connection to Jacksonville. Next is the power pole for electric service. Then there is the "signal house" that contains the boards that make the interlocking function. To the right is the pole with the nightlight and phone box for the crews to contact the dispatcher. Finally, on the ground (right) is the fire extinguisher for when all else fails.

able for \$5.00 plus postage and handling. They may be ordered from the Operation Lifesaver, Inc., National Support Center, 1420 King Street #401, Alexandria, VA 22314. Under 5 sets is \$3.50 P&H, and increases as the quantity goes up. Order form will be available at the meeting and by mail for those wishing to order or drop your editor a note.

1993 FLOOD UPDATE Most of the railroads are back in service (Aug 26) with the exception of a few areas. The BN still has much of the Mississippi line under water south of Quincy.

Norfolk Southern finally got the mainline out of Kansas City to Moberly back in service around the 20th. Near Kansas City they had a section of track, about one-half mile,

that had washed out to a depth of 50 feet. It took 3 weeks of working two 12 hour shifts with trucks and earthmovers to fill the hole. East of East Hannibal toward Hull, Illinois the mainline is still under water for about 3 miles. The levee next to the track is still open and water is coming into the farmland. The river

was receding but is now rising. NS has dumped about 50 cars of large stone to fill the void in the roadbed, but the force of the water washes it away. By the 20th of August the crews had given up until the water recedes and the levee is restored. Crews are still working on the section that is free of water. Over 10,000 feet of track had only ties and rail left with some places having 10 foot of roadbed gone. It will be some time before the Hannibal to Springfield line reopens.

The effects of the 1993 flood will be felt by the railroads for some time to come.

COAL BUSINESS - AN OPTIMISTIC YEAR

Since the 1820's the railroads and coal have been closely affiliated. In the last 20 years, coal production in the U.S. has grown from 600,000 tons to one billion tons, strengthening the relation between the producer and carrier even more. In 1992 coal production was 1.008 billion tons and this year predictions are for 1.08 billion to be mined.

Over the last three years coal shipments in the U.S. have been flat and decrease in the eastern part of the country while the western areas saw an increase. In 1993 the expectations are for a slight increase in the east with the west increasing,

mainly due to export coal to the Pacific Rim countries.

In 1992 electric utilities consumed 785 million tons of coal. This was a record for a one year period. Over the next several years this rate will increase slightly. The threat of the BTU tax and the mine strike has affected the amount of coal to be burned and the prospect of new coal burning plants is not good. Most of the new plants in the design stage will use natural gas. With the recession in Europe and Japan the export coal is also flat.

What kind of coal year was 1992 for the U.S. railroads?

For Class I railroads, carloads totaled 6,127,000, down from 6,396,000 in 1990. They originated 611 million tons in 1992 compared to 628 in 1990 while the average ton per car rose to 99.8 from 98.2 in 1990. Coal revenues dropped from \$7.107 billion in 1990 to \$6.886 billion in 1992, a significant loss for the railroads. The tonnage amounted to 43.7 percent of total rail tonnage in 1992 compared to 42.6 in 1990.

CSX Transportation topped all Class I U.S. railroads with 170.0 million tons originated in 1992, down from 181.9 million in 1990. Second was Burlington Northern with 144.5 million compared to the same in 1990. Norfolk Southern was third with 115.8 million last year compared to 128.4 in 1990. The C&NW hauled 59.0 million last year up from 50.9 in 1990. Conrail handled 31.0 million in 1992 compared to 37.3 in 1990.

According to the AAR Wyoming originated the most coal with 171,151,549 tons in 1992. This was followed by West Virginia with 100,044,603 tons, Kentucky with 92,611,707, Illinois with 44,053,356 and Pennsylvania with 35,439,394. On the receiving end Virginia leads the states with 40,455,556 million tons with Texas second, Illinois third followed by

Ohio and Indiana.

Railroads still carry the lion's share of the coal traffic. In 1991 they carried 512 million net tons compared to 130 million on barges, 12 million on Great Lake ships, 9 million by tidewater barge, 99 million on trucks and 120 million via slurry pipelines

The railroads, and utility companies are continuing to upgrade their fleet of cars. Norfolk Southern has converted 2,000 older hopper cars to coal gondolas at its Roanoke Shops. They have also purchased 331 aluminum BethGon Coalporters from Johnstown America and now have 1,315 aluminum cars in the fleet.

Northern Indiana Public Service received 450 of the aluminum gondolas to bring their fleet to 928 cars. Other utilities are continuing to upgrade their fleet through maintenance or replacement.

EASTERN RAILS SEEK TO BRIDGE GULF OF MEXICO

The sea lanes across the Gulf of Mexico between the United States and Mexico soon may bustle with rail traffic. CSX Transportation Inc., a large eastern rail system that has no direct land access to Mexico, is considering starting what one executive has labeled "a cross-Gulf rail corridor."

Rail freight in each country would move to a port where it would be transloaded on oceangoing barges for the Gulf crossing and rail delivery to final destinations.

Word that CSX is considering the new service has set off furious bidding by Mobile, Alabama, and New Orleans to be the site of the U.S. terminal, estimated to cost \$60 million. Earlier this year Galveston, Texas, became the U.S. port for a similar operation run by

Burlington Northern Railroad Co.

Mobile is about 150 rail miles east of New Orleans. All CSX traffic to New Orleans first must pass through the Alabama city. Although New Orleans authorities are vigorously pursuing the terminal, Mobile authorities think their location gives them the edge. Shipments from Mobile could be out in the Gulf, well on their way to Mexico, before trains even would arrive in New Orleans, a source pointed out. Alabama Gov. Jim Folsom has said the city and state "will do whatever is necessary to attract the project."

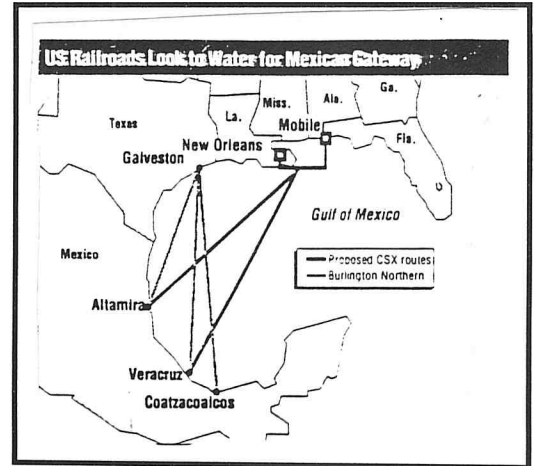
If CSX goes ahead - a decision is expected by the end of the summer - it will be the second railroad to use a rail-water route. It may not be the last.

Burlington Northern began a rail-barge operation in April, carrying up to 108 freight cars on each trip between Galveston, Texas and the Mexican ports of Altamira, Coatzacoalcos and Veracruz.

Protexa Burlington International SA de CV, the joint venture of BN and Grupo Protexa of Monterrey, operates two barges, each with a capacity of 54 railcars, on a weekly sailing schedule.

Norfolk Southern Corp. another railroad with a system that covers much of the United States each of the Mississippi River, is looking at ways to increase its own participation in burgeoning traffic to and from Mexico, according to a spokesman.

"We really haven't reached a decision to go forward," said Duncan Gillies, assistant vice president of marketing and sales at CSX Transportation, who heads the team studying ways to increase involvement in Mexico traffic. He left little doubt, though, that the company is



headed in that direction. "We're in some real heavy-duty negotiations with marine people, port people and Mexican investors," he said, declining to discuss specifics of capital investment.

Mr. Gillies' said railroad executives were joined by counterparts from American Commercial Barge Lines and Sea-Land Service Inc., two other subsidiaries of CSX Corp., the Richmond, VA-based transportation holding company. They began work on the project about six months ago, he said.

CSX has yet to decide whether a cross-Gulf operation would be run by Sea-Land or by ACBL, the largest U.S. inland waterway operator. Whichever port is chosen, CSX will expect to have tracks right onto the dock. Conventional freight cars would be rolled onto one of the multi-deck barges the company would use. Intermodal trailers and containers would be loaded onto the vessel without their railcars, Mr. Gillies said.

Mr. Gillies said the service could handle any commodity that now moves between CSX territory and Mexico. Current Mexico traffic runs about 25,000 carloads a year, he said, with another 10,000 to 15,000 trailers and containers.

Via CBOT Transportation Newsletter

CSXT Manifest Freight Trains



R120

| | |
|-----------------|-----------|
| JACKSONVILLE FL | 1530 |
| WAYCROSS GA | 1700 |
| FITZGERALD GA | 1830 |
| MANCHESTER GA | 2230 2245 |
| BIRMINGHAM AL | 0430 0515 |
| OAKWORTH AL | 0730 |
| NASHVILLE TN | 1145 1340 |
| AMQUI TN | 1410 |
| EVANSVILLE IN | 1915 2015 |
| DANVILLE IL | 0145 |
| CHICAGO IL | 0745 |

R121

| | |
|-----------------|-----------|
| CHICAGO TOFC IL | 2115 |
| DANVILLE IL | 0015 |
| EVANSVILLE IN | 0515 0600 |
| AMQUI TN | 0945 |
| KAYNEAVETN | 1000 1045 |
| NASHVILLE TN | 1100 |
| OAKWORTH AL | 1500 |
| BIRMINGHAM AL | 1715 1915 |
| MANCHESTER GA | 0130 0145 |
| FITZGERALD GA | 0515 0530 |
| WAYCROSS GA | 0730 |
| JACKSONVILLE FL | 0945 |
| JACKSONVILLE FL | 1000 |

R122 (EX. MON)

| | |
|-------------------|-----------|
| ATLANTA/HULSEY GA | 1000 |
| GILSTRAP GA | 1120 |
| WAUHATCHIE TN | 1615 1645 |
| KAYNEAVETN | 2245 2330 |
| AMQUI TN | 0001 |
| EVANSVILLE IN | 0430 0630 |
| DANVILLE IL | 1215 1230 |
| CHICAGO IL | 1830 |

Operates as L122 on Monday.

R123 (EX. MON)

| | |
|-----------------|-----------|
| CHICAGO TOFC IL | 0515 |
| WATSEKA IL | 0715 0800 |
| DANVILLE IL | 0915 |
| EVANSVILLE IN | 1315 1400 |
| AMQUI TN | 1900 |
| KAYNEAVETN | 1930 2000 |
| WAUHATCHIE TN | 0100 0130 |
| GILSTRAP GA | 0610 |
| ATLANTA GA | 0730 |

R124

| | |
|-----------------|-----------|
| JACKSONVILLE FL | 1900 |
| WAYCROSS GA | 2100 |
| FITZGERALD GA | 2300 2315 |
| MANCHESTER GA | 0315 0330 |
| BIRMINGHAM AL | 1015 1145 |
| OAKWORTH AL | 1430 |
| NASHVILLE TN | 1845 1945 |
| AMQUI TN | 2015 |
| EVANSVILLE IN | 0120 0215 |
| DANVILLE IL | 0800 0815 |
| CHICAGO TOFC IL | 1345 |

R125

| | |
|-----------------|-----------|
| CHICAGO TOFC IL | 1530 |
| DANVILLE IL | 1915 1920 |
| EVANSVILLE IN | 0001 0100 |
| KAYNEAVETN | 0515 0545 |
| NASHVILLE TN | 0615 0730 |
| OAKWORTH AL | 1030 |
| BIRMINGHAM AL | 1300 1445 |
| MANCHESTER GA | 2100 2115 |
| FITZGERALD GA | 0100 |
| WAYCROSS GA | 0300 |
| JACKSONVILLE FL | 0515 |
| JACKSONVILLE FL | 0800 |

R590 (DAILY)

| | |
|-----------------|-----------|
| NASHVILLE TN | 1600 |
| AMQUI TN | 1645 |
| HOPKINSVILLE KY | 1900 1930 |
| ATKINSON KY | 2200 2230 |
| EVANSVILLE IN | 0100 0800 |
| VINCENNES IN | 1100 1200 |
| TERRE HAUTE IN | 1330 1400 |
| GREENCASTLE IN | 1500 1530 |
| ROACHDALE IN | 1600 1700 |
| NUCOR IN | 1730 1800 |
| AMES IN | 1815 1830 |
| LAFAYETTE IN | 2000 |

R591 (DAILY)

| | |
|----------------|-----------|
| LAFAYETTE IN | 1930 |
| LINDEN IN | 2100 2115 |
| NUCOR IN | 2200 2215 |
| HAWCREEKSDG IN | 2245 2300 |
| ROACHDALE IN | 2315 2330 |
| GREENCASTLE IN | 0001 |
| TERRE HAUTE IN | 0115 0215 |
| EVANSVILLE IN | 1015 1600 |
| AMQUI TN | 0030 |
| NASHVILLE TN | 0115 |

R592 (DAILY)

| | |
|---------------|-----------|
| NASHVILLE TN | 0600 |
| AMQUI TN | 0645 |
| EVANSVILLE IN | 1415 1500 |
| DANVILLE IL | 2300 2315 |
| CHICAGO IL | 0500 |

Receives through-blocked freight from Q648 at Nashville and operates as a solid CNW and Soo Line train to Chicago.

R593 (EX. SUN)

| | |
|-----------------|-----------|
| DANVILLE IL | 0500 |
| BLOOMINGDALE IN | 0650 0655 |
| HILLSDALE IN | 0700 |
| DANA IN | 0715 0740 |
| GARNES IL | 0840 0905 |
| METCALF IL | 0915 0935 |
| HUME IL | 0945 1010 |
| NEWMAN IL | 1025 1050 |
| MURDOCK IL | 1100 1125 |
| TUSCOLA IL | 1210 1235 |
| FICKLIN IL | 1300 1500 |
| DECATUR IL | 1600 |

X- Plainsman

R594

| | |
|-----------------|-----------|
| DECATUR IL | 1400 |
| ATWOOD IL | 1450 1500 |
| TUSCOLA IL | 1530 1600 |
| METCALF IL | 1750 1800 |
| DANA IN | 1840 1845 |
| HILLSDALE IN | 1900 |
| MONTEZUMA IN | 1910 1915 |
| BLOOMINGDALE IN | 2015 2020 |
| HILLSDALE IN | 2120 |
| DICKASON IN | 2200 2215 |
| DANVILLE IL | 2230 |

X- Prairie Schooner

Q595 (DAILY)

| | |
|---------------|-----------|
| CHICAGO IL | 0330 |
| DANVILLE IL | 0930 1330 |
| DICKASON IN | 1430 1500 |
| EVANSVILLE IN | 2130 0130 |
| ATKINSON KY | 0300 0330 |
| AMQUI TN | 0900 |
| NASHVILLE TN | 0930 |

R596 (DAILY)

| | |
|----------------|-----------|
| NASHVILLE TN | 0900 |
| AMQUI TN | 0945 |
| EVANSVILLE IN | 1945 2100 |
| TERRE HAUTE IN | 0245 0330 |
| CAYUGA IN | 0500 0530 |
| DICKASON IN | 0545 0615 |
| DANVILLE IL | 0645 0800 |
| HOOPESTON IL | 0900 0930 |
| WATSEKA IL | 1030 1100 |
| CHICAGO IL | 1500 |

R597 (DAILY)

| | |
|----------------|-----------|
| CHICAGO IL | 1100 |
| WATSEKA IL | 1600 1630 |
| HOOPESTON IL | 1700 1730 |
| DANVILLE IL | 1900 0130 |
| DICKASON IN | 0230 0300 |
| TERRE HAUTE IN | 0515 0630 |
| FARMERSBURG IN | 0700 0715 |
| SHELburn IN | 0730 0745 |
| SULLIVAN IN | 0800 0815 |
| CARLISLE IN | 0830 0845 |
| VINCENNES IN | 0945 1015 |
| PURCELL IN | 1100 1115 |
| PRINCETON IN | 1130 1145 |
| EVANSVILLE IN | 1215 |

R598 (DAILY)

| | |
|-------------------|-----------|
| LAFAYETTE IN | 0200 |
| BROOKSTON IN | 0230 0245 |
| CHALMERS IN | 0300 0315 |
| REYNOLDS IN | 0320 0330 |
| MONON IN | 0315 0415 |
| PLEASANT RIDGE IN | 0425 0430 |
| RENSELAERIN | 0445 0500 |
| PARR IN | 0515 0530 |
| ROSELAWN IN | 0600 0615 |
| LOWELL IN | 0630 0645 |
| DYERIN | 0745 0800 |
| MUNSTER IN | 0815 0900 |
| CHICAGO IL | 1200 |

R599 (DAILY)

| | |
|-------------------|-----------|
| CHICAGO IL | 1300 |
| DYERIN | 1500 1530 |
| ST JOHN IN | 1545 1615 |
| ROSELAWN IN | 1645 1700 |
| PARR IN | 1715 1730 |
| RENSELAERIN | 1745 1815 |
| PLEASANT RIDGE IN | 1820 1825 |
| MONON IN | 1845 1915 |
| REYNOLDS IN | 1930 1935 |
| BROOKSTON IN | 1945 1950 |
| LAFAYETTE IN | 2200 |

Q647 (DAILY)

| | |
|---------------|-----------|
| CHICAGO IL | 2300 |
| DANVILLE IL | 0430 0915 |
| EVANSVILLE IN | 1515 1645 |
| BRETONKY | 1815 1845 |
| AMQUI TN | 2145 |
| KAYNEAVETN | 2230 2300 |
| SMYRNA TN | 0001 0030 |
| WAUHATCHIE TN | 0730 0800 |
| GILSTRAP GA | 1300 |
| ATLANTA GA | 1345 1445 |
| FITZGERALD GA | 0215 0230 |
| WAYCROSS GA | 0615 |

Q648 (DAILY)

| | |
|----------------|-----------|
| WAYCROSS GA | 1200 |
| THOMASVILLE GA | 1600 1615 |
| SAFFOLD GA | 1945 2045 |
| DOTHAN AL | 2200 |
| MONTGOMERY AL | 0300 0330 |
| BIRMINGHAM AL | 0830 1000 |
| OAKWORTH AL | 1500 |
| NASHVILLE TN | 1900 2100 |
| AMQUI TN | 2145 |
| EVANSVILLE IN | 0515 0545 |
| DANVILLE IL | 1400 1430 |
| CHICAGO IL | 2030 |

Q370 (DAILY)

| | |
|------------------|-----------|
| ST L GATEWAY IL | 1330 |
| HN CABIN YD IL | 1330 |
| LEBANON IL | 1400 1430 |
| BREESEL | 1500 1530 |
| FLORAIL | 1615 1630 |
| LAWRENCEVILLE IL | 1730 1800 |
| WASHINGTON IN | 1900 1915 |
| LAWRENCEBERG IN | 0100 |
| CINCINNATI OH | 0230 0515 |
| DAYTON OH | 0845 0915 |
| LIMA OH | 1115 1145 |
| POSTORIA OH | 1515 |
| WILLARD OH | 1515 |

X- Northeasterner. ALS crew operates train from Gateway Yard to HN Cabin.

Q371 (DAILY)

| | |
|------------------|-----------|
| WILLARD WEST OH | 1700 |
| KELLAR SIDING OH | 1745 1815 |
| POSTORIA OH | 1845 1915 |
| DESHLER OH | 2010 |
| LIMA OH | 2140 2200 |
| DAYTON OH | 0030 0115 |
| TRENT OH | 0245 |
| CINCINNATI OH | 0400 0900 |
| LAWRENCEBERG IN | 1100 |
| MITCHELL IN | 1400 1430 |
| WASHINGTON IN | 1530 1545 |
| BREESEL | 1900 |
| HN CABIN YD IL | 2200 |
| ST L GATEWAY IL | 2330 |

X- Southwesterner. ALS crew operates train from HN Cabin to Gateway Yard.

R372 (DAILY)

| | |
|------------------|-----------|
| ST L MADISON IL | 1700 |
| WILLOWS IL | 1815 |
| AVISTON IL | 1915 1930 |
| BREESE IL | 1945 2030 |
| CARLYLE IL | 2050 2055 |
| FLORAIL | 2200 2245 |
| LAWRENCEVILLE IL | 0015 0100 |
| VINCENNES IN | 0120 0130 |
| WASHINGTON IN | 0200 0245 |
| MITCHELL IN | 0415 0500 |
| LAWRENCEBERG IN | 0830 |
| CINCINNATI OH | 1030 |

X- Cincinnati 98

Q373 (DAILY)

| | |
|------------------|-----------|
| CINCINNATI OH | 1400 |
| LAWRENCEBERG IN | 1600 |
| MITCHELL IN | 1800 1900 |
| WASHINGTON IN | 2145 2200 |
| LAWRENCEVILLE IL | 2300 2330 |
| FLORAIL | 0115 0200 |
| CARLYLE IL | 0345 0400 |
| AVISTON IL | 0500 0600 |
| SUMMERFIELD IL | 0630 0645 |
| HN CABIN YD IL | 0830 |
| ST L GATEWAY IL | 0900 |

X- Southwest 99

R374 (DAILY)

| | |
|-----------------|------|
| WASHINGTON IN | 1130 |
| LAWRENCEBERG IN | 1730 |
| CINCINNATI OH | 1900 |

From R379 arriving Washington 1100.

R379 (DAILY)

| | |
|-----------------|-----------|
| CINCINNATI OH | 1630 |
| TRAUTMAN OH | 1800 1830 |
| LAWRENCEBERG IN | 1900 |
| WASHINGTON IN | 2330 0001 |
| SALEM IL | 0400 0700 |
| WASHINGTON IN | 1100 |

Turns back as R374 departing Washington 1130 same day.

Q649 (DAILY)

| | |
|-----------------|-----------|
| ST L GATEWAY IL | 1830 |
| HN CABIN YD IL | 1900 |
| BREESEL | 2030 2100 |
| VINCENNES IN | 0030 |
| EVANSVILLE IN | 0300 1000 |
| BRETONKY | 1130 1200 |
| AMQUI TN | 1745 |
| KAYNE AVE TN | 1830 |
| NASHVILLE TN | 1900 2000 |
| OAKWORTH AL | 0100 0200 |
| BIRMINGHAM AL | 0430 0600 |
| CALERA AL | 0715 0800 |
| MONTGOMERY AL | 1200 1300 |
| THOMASVILLE GA | 0001 0030 |
| WAYCROSS GA | 0630 |

Operates on the MP/UP as NPSLX originating in North Platte.

Q684 (DAILY)

| | |
|----------------|-----------|
| WAYCROSS GA | 1800 |
| FITZGERALD GA | 2130 2145 |
| MANCHESTER GA | 0515 0545 |
| PARKWOOD AL | 1400 |
| BIRMINGHAM AL | 1515 1715 |
| OAKWORTH AL | 2015 2215 |
| NASHVILLE TN | 0330 0700 |
| AMQUI TN | 0745 |
| EVANSVILLE IN | 1500 1900 |
| VINCENNES IN | 2130 |
| HN CABIN YD IL | 0530 |
| E ST LOUIS IL | 0600 |

Z452 (SOO LINE)

| | |
|----------------|------|
| LOUISVILLE KY | ---- |
| BEDFORD IN | 1300 |
| TERRE HAUTE IN | 1500 |
| DANVILLE IL | 2000 |
| CHICAGO IL | 2359 |

Z453 (SOO LINE) (1)

| | | |
|----------------|------|------|
| CHICAGO IL | ---- | 0001 |
| DANVILLE IL | 0100 | 0130 |
| TERRE HAUTE IN | 0300 | 0500 |
| BEDFORD IN | 0730 | 0800 |
| LOUISVILLE KY | 1300 | ---- |

(1) Operates south usually around 5:00 PM at Danville.