

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 is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large 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.

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Our 27th Year

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COMING EVENTS

September 21, 1995

Monthly meeting beginning at 7:30 PM, Palmer American National Bank in downtown Danville. This is the first meeting of the fall months.

September 16 & 17, 1995

Monticello Railway Museum - Railroad Days - Special trains, motor car rides, equipment displays.

October 7, 1995

Monticello Railway Museum - Depot Days - The Wabash caboos owned by the Wabash Railroad Historical Society will be dedicated. Danville Junction Chapter caboos will be in the consist.

October 21, 1995

Joliet, IL - G M & O Historical Society Railroadiana Show, Days Inn at I-55 and Rt. 52 exit. 10-4.

November 12, 1995

Wheaton - Great Midwest Train Show - DuPage Co Fairgrounds 10-4.

June 18-23, 1996

NRHS Annual Convention - Charlotte, NC.

NEXT MEETING

The next meeting will be held on Thursday, September 21, at the Palmer American National Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM. Enter at the east door and take the elevator to the second floor meeting room.

We have two new members this month. *Mr. Bill Lister*, 211 E. Maple, Rossville, IL 60963 is a HO modeler and is working on a C B & Q passenger train. Bill looks forward to running trains at Rossville. *Mr. Frank Rasmussen*, 1107 W. Jefferson St., Joliet, IL has joined our chapter. Frank is a member of the Blackhawk Chapter (home) and



the Chicago Chapter. He and a couple of friends recently stopped at the museum, like the displays and the newsletter, and joined. We are pleased to add his name to the roster. A change of address is the case for *Doug Butzow* (marital status also). Doug and his wife now reside at 246 E. Center St, Paxton, IL 217-379-3112.

We want to thank Bill Darner, Bill Pearson, Dave Sherrill and Rick Schroeder for providing host services on board the Wabash 2824 during Caboose Days at the Monticello Railroad Museum. Member Bill Wright was along for the ride.

The program for the meeting will be given by Rick Schroeder. Featured this month will be the summer convention of the NRHS in Lancaster, PA. Want to see towers, vintage diesel, steam, narrow gauge, museums, depots or mainline freight? Be sure to attend this meeting and see a slide presentation of what you missed by not attending the convention.

MEETING MINUTES

- JUNE 15, 1995

PALMER BANK

Meeting opened at 7:33 P.M., President Larry Prosser presiding. Secretary's report was read and approved. Treasurer's report read and approved.

OLD BUSINESS

The figures for rental tables for the model railroad show are 75 tables for \$562, nearly \$7.50 per table. This expense would cut our profit in half. In this light, it has been suggested to drop our show and concentrate on attending and selling our wares at the shows in Urbana, Terre Haute and Bloomington. Motion was made and approved to cancel the show... In regards to Bill Pearson's idea for a sign for the museum in the back of his truck at

parades, etc.: The cheapest painted sign would be \$250, so if one is done we will be doing it ourselves. Motion was made and approved to allow a \$100 allowance for material and paint for same.

NEW BUSINESS

The Commercial-News has been doing a pretty good job for advertising the museum. There has been good traffic so far, with the Balloon Classic weekend being very heavy. Larry thanked members who have helped out so far this season. Compliments were also paid to the scenery on the layout which was done over the winter and spring. Looks very nice, Rick and Bob!

GOOD OF THE ORDER

A UP trip on the former C&NW from Chicago to Clinton, IA will be running in August, Bill Darner filled us in on the details... Larry read some items of interest from the NRHS President's Newsletter... Bob McQuown and his friend Russ Potter are building a "depot hack" out of an old Model T... Jess Bennett reported that a switch stand was stolen from the KBSR at Sheldon, Ind... Larry recently saw a Grace piggyback trailer with the end completely missing. More of that damage free handling!

Meeting adjourned at 8:05 P.M. Slide program given by Dave Sherrill.

Doug Nipper

CHAMPAIGN NEWS

The big news for the summer is that the IC E-9s are out and about the system. They were spotted southbound on IO1 in the middle of July along with the business car "fleet". They returned northbound about a week later as a separate business train. Apparently the set will make regular trips to U of I home games this fall so look for Rt. 45 to be full of railfans on Saturdays.

As of August 9 the cars and one of the Es were in Memphis while the other E was at Woodcrest Shops in Markham.

The IC is still delivering Santa Fe SD75Ms. Unit numbers as high as 242 have been observed in transit to Corwith Yard in Chicago. Lease units from Helms are still prevalent, with the 900 class SD45-2s almost a permanent fixture now. Other notable Helms units are the ex-Copper Basin SD39, and an ex-British Columbia unit in the red, white, and blue scheme spotted southbound through Savoy on August 7. Other units apparently headed for VMV include CN SW1200s and a GP40X in primer gray.

The IC has become a VERY busy piece of railroad this summer. Saturday mornings regularly find trains stashed in sidings at Tolono and Humboldt (to name a few) waiting for yard space in Champaign. Reports are that both yards in Chicago are out of space as well.

I visited French Lick in southern Indiana at the end of June on vacation. A friend and I spent a couple of days photographing the Hoosier Sub of CSX, the old south end of the Monon. This was a nearly dead line a few years ago but has seen a resurgence in the past few years as a bypass around Evansville for Nashville to St. Louis traffic.

Semaphores and rolling hills are prevalent on the line with roughly 6 CSX and 2 Soo/CP trains a day. It was easy catching a westbound in the morning out of Louisville, following it up to Mitchell where it was towed backwards around a connector track (by a GP38 still in B&O blue!) and pointed towards St. Louis on the ex-B&O. It usually met its eastbound counterpart somewhere around Mitchell and the process would be reversed. Many good photos were had of widecabs and semaphores, as well as a single B&O unit under the traditional posi-

tion color-light B&O signals. French Lick has a small tourist railroad that uses a former Algiers, Winslow, & Western RS-1 and Rock Island commuter coaches. The RS-1 was returned to service this fall prior to special Halloween runs, so the museum decided on a black and orange scheme that is reminiscent of the old SP switcher scheme.

I was glancing through an old *TRAINS* issue (Dec. '52) and the following story appeared:

A Hotshot Cools off Herrick

The townsfolk of Herrick, Ill (pop 554) are duly grateful that the Nickel Plate's Cleveland-St. Louis line is not dieselized. Without steam power there might not be any Herrick today. On September 12 a fire broke out in a Herrick restaurant and quickly spread to a pool room, the post office and the Masonic Temple. At that point Nickel Plate NS-1, a Buffalo-St. Louis merchandise hotshot, whistled into town. The local agent, H.S. Stafford, saw his duty and did it. He flagged down NS-1.

Engineer S.W. Chumley wasn't happy about the unscheduled stop because NS-1 is "the hottest train on the line." Stafford explained that "Herrick is having the hottest time in its history and help is needed."

The 2-8-4 was quickly uncoupled and two suction hoses were placed in its 18,000 gallon tank. Before the fire was out some 15,000 gallons had been pumped on the blaze but Herrick was safe. "A great and good deed," said the president of the village board of trustees.

Try that with an SD70!

Bruce



UNION PACIFIC AGREES TO BUY SOUTHERN PACIFIC

The Union Pacific Corporation has agreed to buy the Southern Pacific Rail Corporation for \$5.4 billion, forming the biggest freight railroad in North America. The merger railroads would eclipse the recently combined Burlington Northern And Santa Fe Pacific and give the Union Pacific a stronger presence in the southwest.

Railroads have been driven together in the past year by a surge in demand from shippers, particularly those who want to put tractor-trailer on rail cars for long trips. As part of the deal announced on August 3, UP will offer \$25 per share for up to 25 percent of SP. Ultimately, UP would buy up the rest of the railroad in cash and stock.

The Union Pacific just completed a stock takeover of the Chicago and North Western Railroad. President and CEO of the Southern Pacific is Mr. Jerry Davis, formerly of CSX Transportation and the Union Pacific prior to that. This acquisition would leave the big two in the west and the big three in the east.

Recently the rumor has been out that Norfolk Southern and Conrail will be announcing their merger soon. If true, the fight in the east will be against CSXT which will go after trackage rights to many parts of the northeast. By the time you read this article this may be fact, or still rumor. Whatever happens, the rail scene is changing and by the year 2000 there may be only three or four major lines left.

The other rumor out among NS personnel is takeover of the Kansas City Southern. However, recent reports indicate the IC and KCS may be talking again. Stock of both railroads is up and both are top on the earning list.

CONRAIL'S FUTURE?

Over the past few months Conrail's loadings and trains has declined about 9%. The mild winter reduced coal shipments to utilities, and the softening economy has slowed shipment of automobile parts and finished vehicles. In response Conrail laid off 590 employees, 168 of them in the Philadelphia headquarters. Some of the jobs may be restored when business picks up but many of the cuts will be part of the plan to reduce costs.

With the number of trains reduced Conrail plans to remove about 200 locomotives out of service and reduce the maximum speed from 70 mph to 60 mph to cut fuel costs. They have also cut back on the number of new locomotives that were on order. New power will be kept in service while older, less fuel efficient power, will be placed in storage.

What will happen to Conrail? It will survive for some time until it slims down and becomes more attractive for takeover. Rumors are that the UP is interested. However, your editor suspects that the UP is looking to spend cash when the Mexican railroads go public. The Santa Fe and BN are tied up in merger and are probably not looking to spend cash for Conrail at this time. The NS takeover is in the rumor mill again. NS has the cash but we understand that part of the reason the first talks broke off was Conrail being too heavy on the personnel and trackage side. NS would fight any UP or CSX takeover of the railroad.

HIGHLIGHTS FROM THE SUMMER 1995 BOARD OF DIRECTORS MEETING-NRHS

The Society's Board of Directors met on Friday, June 30, 1995 in Lancaster, Pennsylvania, as part of the 60th Anniversary NRHS Convention. The Lancaster Chapter hosted a fine convention with varied rail and non-rail activities. A preliminary count showed 86 voting directors present at the meeting with a total attendance of 100. Here is a summary of some of the business that took place.

President's Report: In visiting chapters around the country, President Greg Molloy is impressed with our members' energy and talents. But he knows we can do better in improving our services to these members, and we shall. The informal "Meet Your Officers" reception in Lancaster was very successful and will be a regular Convention feature. President Molloy introduced a new National Activities Report summarizing our progress and accomplishments since the Spring meeting. We will look at ways to disseminate this information to our members. Mr. Molloy also discussed two planned initiatives:

Organizational Renewal Program: It is time for a comprehensive study of our Society and its goals. Services such as the Bulletin, the Libraries, our Conventions, and other present and proposed services need an in-depth review by a diversified cross-section of our membership over a one and one-half year period.

Fund raising: \$2 per member per year would fund this renewal program, our Library improvements, and increased Railway Heritage grants. A formal appeal for tax-deductible contributions, rather than raising dues or cutting services, is

planned.

Libraries: Alterations to our facility have been completed and we have expanded into the additional space. We have received the promised donation of some 300 books, as well as two collections of topographical maps, and are expecting another contribution of 200 hard-cover books. Insurance coverage is now in effect.

Nominations for Elected Offices: All incumbents - Chairman, President, Senior Vice President, Vice President, Vice President - Public Relations, Secretary, Treasurer and all 16 Regional Vice Presidents - were renominated for 1996, and no additional nominations were received. Nominations remain open through September 15.

In Convention News: Charlotte (June 18-23, 1996) invites members to "Go for the Gold!" Tentative trips are planned on the Great Smoky Mountains Ry., the Aberdeen Carolina & Western Ry., and the Lancaster & Chester Ry., plus activities at Spencer Shops.

Salt Lake City (June 24-29, 1997) is in the planning stage.

Sacramento, California was approved for the 1999 Convention, a joint venture with the Railway & Locomotive Historical Society, in conjunction with the California Sesquicentennial and Railfair in June.

The National Convention Committee welcomes bids for 1998 and 2000 and beyond.

In other matters: A Railway Heritage Grant of \$5,000 was awarded to the Washington, D.C. Chapter to replace wheel sets on their Dover Harbor Pullman car to maintain it to changing FRA and Amtrak operating standards. A Public Relations Manual and Press Kit were distributed to Directors. The Board voted to take no action at this time on the term limits proposal. Our financial condition is excellent.

You may direct questions to the National Secretary: David A. Ackerman, 1 Rich Court, Ho-Ho-Kus, NJ 07423-1511.

CLINTON RAILROAD DEPOT GETS HELPFUL MONEY

Efforts to restore the old Clinton railroad depot at Main and Vine streets received a boost Wednesday, thanks to action by the State Budget Committee.

The committee approved \$104,000 in Build Indiana Funds (lottery proceeds) for that project. The funding was awarded to the city of Clinton.

George B. "Sonny" Carey, who chairs a committee overseeing the depot project, said the depot is now used as a railroad and mining museum. "It will be restored as close as we can come to its original condition," he said.

The depot was built around the turn of the century by the Chicago and Eastern Illinois railroad, Carey said. It is now owned by the LIFT Corp., a nonprofit group that oversees the Italy Festival.

The city has also applied for a \$250,000 federal grant to be used for the depot project, and the lottery money can be used to provide a 20 percent local match. A portion of the lottery money will be used for the old railroad freight building about a block away and now owned by the city of Clinton. The facility was damaged by fire a few months ago, and part of the money will be used to "secure and stabilize that building," Carey said.

Ultimately, officials also want to restore the freight building, too. Once it's restored, "It's up for grabs on what we'll do with it," said Clinton Mayor Ramon Colombo, who attended Wednesday's meeting in

Indianapolis.

"I'm just pleased that the budget committee saw fit to allow us to have these funds," Colombo said. "It will be quite an asset to our community to have them both restored."

Via Tribune-Star by Sue Loughlin from Member John Fuller

STEAM NEWS

#2716 will not run this year! Sad news from the Fort Wayne Railroad Historical Society: the ex-C&O 2-8-4 #2716 will not be operational this year. Yes, the restoration under Tom Stephens is continuing and the bulk of the restoration work should be done by this fall, but the FWRRHS has not been able to lein up any practical excursion operations for the C&O "Kanawha" in 1995. They are not expecting the "New River" excursions in West Virginia, the principal use of the locomotive, will run this year.

This fall, the restoration will be taken as far as being ready to re-install the boiler jacketing. At that point, the FRA's "boiler time" clock starts running so the jacketing re-installation must wait until the engine actually has an excursion assignment, maybe by next May.

#2700 to become a static display: The #2716's sister engine, the #2700, the first of the ninety C&O 2-8-4's (up through #2789) will become a static display at the station in the town of Russell, KY, the site of the major CSX (ex-C&O) yard and shop facility. Russell is a real "railroad town" in the best sense of the word and feel the local rail scene would not be complete without at least one example of the C&O steam motive power that once thundered through the town for many years.

The bulk of the locomotive still stands in back of a beer warehouse in Canton, OH while most of the

removable parts were trucked to the FWRRHS shop at New Haven for safe keeping. Fort Wayne will direct a cosmetic restoration. The engine is expected to be moved by CSX from Canton through Willard to Fostoria, then through Columbus to Russell. The movement dates are not known.

Via Ties & Tracks

BN/AT&SF MERGER PAINT SCHEME HAS BEEN UNVEILED!!!

*From: bj359@FreeNet.Carleton.CA
(Cliff Downey)*

Date: Thu, 17 Aug 1995

OK, OK. The title of this article is somewhat misleading. Although the finished locomotive hasn't (yet) been released, workers at VMV in Paducah, KY, are putting the finishing touches on the first locomotive to be painted in the new BN/AT&SF merger paint scheme. Info about the paint scheme was obtained this afternoon by a friend who was able to get a good look at the paint diagrams and by talking to paint shop workers.

Highlights of the paint scheme (which is being applied to BN SD70MAC 9647, BTW)

**The lines of the AT&SF Warbonnet scheme will be kept

**Instead of red, the front of the locomotive will be painted green

**Instead of silver, the long hood will be painted tan

**There will be red stripes on the side sills

**The lettering on the side of the long hood will be dark green or black (depending on which opinion you go by)

** "Burlington Northern Santa Fe" will be spelled out on the long hood

** No word yet as to what the emblem will be

** The trucks will be painted dark green

Unfortunately, my friend did not have a chance to actually see the locomotive. This project is extremely hush-hush at VMV, and about the only employees who know about this paint scheme are those in the paint shop and front office. When not actually being painted, the locomotive is kept under a full length tarp (to discourage spying by railfans and others).

Paint shop employess have been told that the locomotive cannot leave the paint shop unless it is under cover (even if the locomotive has to be shuffled from one building to another). A release date has not yet been set, but word (from BN??, perhaps) is that the locomotive WILL NOT be unveiled until August 24th, which I presume is effective date of the merger.

Incidentally, VMV has received AT&SF SD75M 248, and will presumably receive the few remaining AT&SF SD75M's to be delivered. These locomotives will be painted in standard Santa Fe warbonnet colors, and will be the last locomotives painted as such.

Ok, now that speculation about the paint scheme has been put to rest, anyone want to guess what the logo will look like?? With that green nose,

BNSF will need to do something to improve visibility. More updates on this locomotive as they become available.

Cliff Downey (Murray, KY)

Editor: BNSF 9647 is out and running. Photos are listed on WWW and will be in the magazines soon. The scheme, leaves a lot to be desired. Will it last without revisions? Just remember the first BN or CSX schemes.

WHEEL REPORT

On July 19, Atlantic Pacific Railway train (former Purple Martin Train) at Atlantic (IA) - including former Chicago, Burlington & Quincy 4-6-4 3007, ten Illinois Central coaches, two Louisville & Nashville lounge cars, three L&N and one Gulf, Mobile & Ohio sleeping cars were sold at auction.

Via The Lake Shore Timetable

Rossville gains a locomotive!! The Rossville grain elevator recently acquired the Whitcomb diesel that was used at Henning, Illinois. The elevator is in the process of preparing plans to add capacity for loading grain trains. The tracks will be extended south and a new turnout installed. The additional tracks will give room for 65 cars to be loaded and stored for shipment.

CSXT has begun installing Electra-code on the mainline between Evansville and Woodland Junction. The gangs have begun at the south end and are working their way north. The project is expected to take two years to complete. Once finished we will see the pole line that crosses over the depot come down. Also, photo opportunities will improve.

NEW RIVER TRAINS The New River Trains, operated by the Collis P. Huntington Railroad Historical Society, will be operated by Amtrak in October of this year. This announcement was made by the president of the society. CSX Transportation, who has requested a policy of \$200 million to operate trains, will see Amtrak operating the trains instead of local agencies. The trips are planned for October 14, 15, 21 and 22 with about 18 cars on each trip. More details will be forthcoming.

C & E I OAKLAWN SHOPS - Of course, the C&EI is gone. However, the buildings continue to live on. Since the C&EI (MoPac) moved out we have seen several firms that rebuild freight cars active in that

location. Most recent was IteI Corporation after they purchased the facility from Danville Industries. However, about 4 years ago IteI closed up the facility after spending about \$4 million to rehabilitate the buildings and construct the most modern paint shop in the industry.

Last year a buyer began negotiations with IteI for the facility. Now Hohnstown America Industries, Inc. is in the process of moving into the facility and getting it running again. Recently the yards have been cleared of weeds, stone dumped and about 150 hopper cars moved into the site. The rest of the site is undergoing rehabilitation. When actual car work will begin is not known. It is nice to see the facility in use again.

THE HORN BLOWS AT MIDNIGHT

The next wake up call you get could be a diesel horn as a train approaches a grade crossing where the horn never blew before, at midnight or whenever. The Federal Railroad Administration will be enforcing the horn blast requirement, but this isn't the FRA's doing: In the Swift Rail Development Act of 1994, Congress told the FRA to issue a rule mandating use of horns at all public grade crossings by 1996. The rule will pre-empt local ordinances requiring silence "except where other safety measure are shown to provide the same level of safety."

FRA, not happy about the expected public reaction from people living near crossings, says that it has identified alternatives and will work with communities on various options to the threatened around-the-clock horn blowing. At the same time, FRA released results of a study which, it said, shows that at crossings where horn blowing is banned, "the likelihood of crashes is 84% greater than at similar crossing where train horns are routinely

sounded." One alternative, apparently, is the installation of positive barriers at crossings. Another, perhaps more practicable, might be installation of horns at crossings, which would provide on-site warning but perhaps not awaken people for blocks around.

ROSTER BOOK

For the past three years your editor has purchased the Official Locomotive Rosters and News book, edited by James Kerr, and published by DPALTA Enterprises, PO Box 3000, Champlain, NY 12919-3000. The latest addition is the 1994-95 edition listing rosters of all major railroads, shortlines, museum along with rental fleets.

The \$19.95 book, only ½" x4"x7", is ideal for carrying in camera bag or pocket of quick reference. I carry mine in the truck and in a moments notice can check on locomotives numbers and the type diesel that I have just photographed. The roster book is up to date with the latest additions to fleets of the major railroads and shortlines. During recent trips to shortlines I have found the rosters to be very accurate. Only a couple of times have I found a locomotive added and perhaps one gone.

For the serious railfan this is a must addition to your traveling "office". This fits in with the books listing scanner frequencies and the timetables that are offered for various areas of the country. I have two copies of the latest issue for your inspection.

Rick Schroeder, Editor

EXTRA BOARD

by Jesse Bennett

I would like to share some interesting facts about railroads which I have gleaned from sundry sources of articles in many different publications concerning the rail industry.

During year 1994, of all the rail operations in the nation, there were 12 Class-I systems (those with 251.4 million or more in revenues). Beyond this there are 500 other railroad companies which fall into two classes (Class II with revenues of 20 to 251.4 million in revenues) and Class III's which have earnings of 20 million or less.

The largest railways (Class I) account for 74% of the nation's rail mileage while the smaller brethren account for 26%. The Class I's account for 91% of earned revenues while the little guys all share the other 9% of revenues.

During the month of February railroads had 363,291 cars loaded which was 7% greater than a year prior. This then translates into an estimated 24.7 billion ton miles of haulage.

The largest of the small railroad holding companies is RailTex with 25 short lines in their fold. The smallest of theirs is 10 miles and the largest is 520 miles.

Last year the rails ordered 48,819 new cars and rebuilt 2,260. In this same time frame the railroads acquired 679 new locomotives and rebuilt 344 units.

During 1993 a sampling of operating ratios shows that UP posted a 79.1 ratio, NS posted a 75.6, BN posted 86.0 and CSX turned in an 83.0. CSX finished 1994 with commodity car loadings up 6.7%, intermodal up 10% and coal up 14%.

It would appear that the railroads are doing much better than what was expected a few short years

back. In that time period they were declaring a lot of their physical plant as excess or unneeded redundant facilities and did much pruning of second mains and secondary lines. Today the excess has evaporated and much money being earmarked for rush construction projects to add capacity.

One other figure that came out is that 500 trespassers were killed on railway property. Needless to say, some people will have a hay day from this. We as responsible rail fans must always be sure we are doing our part to see that our actions are always conducted in a SAFE manner. Ask for permission first and follow any orders laid down from a company official or representative. It is easy to see why rails are very gun shy about outside visitors.

SP ORDERS MORE AC UNITS

Intensifying its commitment to "give our customers the best service we can" Southern Pacific Lines will receive 282 new AC-traction locomotives in 1995, 76 more than originally planned.

The units, manufactured by General Electric, are being acquired under operating leases with option to buy. SP's original order was for 206 units with deliveries starting in April and being completed in December of this year. The first of those 4,400-hp units rolled on to the system in Late April. By July, 228 units should be on the property, with the remainder to come in monthly deliveries through December. The last three units will be 6,000-hp units.

"Obtaining these new AC units continues the most extensive locomotive

fleet upgrading that SP has ever undertaken." said Jerry R. Davis, chairman and CEO. That upgrading includes 151 new DC locomotives and 133 remanufactured units delivered in 1993-95. Altogether, the upgrading means that more than one quarter of SP's fleet will consist of new or line-new units by the end of 1995.

SP will put its AC units into coal service, primarily. The railroad serves 18 mines in Colorado and Utah and hauled more than 20 million tons of low-sulphur coal in 1994.

Via June Progressive Railroading

(Editor) The new power still continues to be delivered via NS in Chicago. If you want to spot some of these units visit Bloomington where they lay over after delivering the coal train to the C&M.

CN IS GETTING 26 SD70'S FROM GMD THIS YEAR - 5600- 5625.

All of them have been released from GMD as of yesterday. What makes this unusual is that only two of them are painted (5600, and 5602).

Also interesting is that of the units released 22 of them came out on 8/11 all in primer.

All primed units are going to AMF for painting and release in the new mapless CN paint scheme.

Via Internet Sean Graham-White

RAILROAD PROJECTS

Fall is on the way and like many construction projects, contractors are scrambling to get as much work completed before winter as possible. Many of our projects have been delayed due to problems in delivery of materials or ground prob-



lems encountered during construction. In some cases the work will continue until next year.

Lafayette:

In early August the two bridges at Wabash Avenue were set. These two bridges will carry Norfolk Southern tracks over Wabash Avenue in about 3 years. The structures are in place but not fully assembled.

The depot complex at the foot of Main Street is nearing completion. The city is setting the last weekend in September for the gala celebration to open the station for business. The contractor has moved most personnel from other portions of the corridor work to the depot. A three day celebration is planned. However, train rides are apparently not part of the ceremony. At first it was thought that train service would be ending just as the station opened. However, it has been recently announced that the Cardinal will continue to run from Washington to Chicago on a three day-a-week schedule.

The Ninth Street project has come to a halt for the above reasons. The steel girders for the CSXT bridge are scheduled for the last week of September. The girders for the Norfolk Southern bridge are scheduled the following week. They are being fabricated in Alabama and will be shipped by rail due to their length.

Calumet Yard:

The contractor is hurrying to beat a November 15 deadline imposed by the City of Chicago for the opening of 103rd street. Most work in the yard is complete, except for painting, and the steel replacement is progressing

Cleveland:

Work continues in the downtown area. The RTA bridge over Conrail is complete and Delta Railroad is constructing track. The approaches

are progressing and the roadbed east to the parking lots east of the Amtrak Station is under construction. The section from Conrail to Terminal Tower is under construction. The deadline for the work is the spring of 1996. The West Park Station is about 60% percent complete with Phase II beginning soon. We are supposed to have another station and bridge to assist Conrail on something in late October.

Granite City:

The new two-track yard is complete. NS assumed entry into the yard after Labor Day and these two new tracks helped relieve the congestion of A O Smith yard, located just off of Missouri Avenue.

BUSINESS GAUGE

UP began 1995 with a record first quarter car loading performance, posting a 7.5 percent increase over the same period in 1994. Growth was driven by a double-digit increase in Coal loadings and by significant improvements with Chemicals, Grain and Intermodal. CNW also registered record car loadings, as overall volume climbed nearly 10 percent for the quarter. Major drivers for this improvement were Coal and Grain, which increased 17.5 percent and 13.3 percent respectively.



UP volume exceeded the Burlington Northern by more than 160,000 loads for the quarter, but BN's growth rate of 8.7 percent led the major carriers. BN was led by a 27.4 percent gain in Grain traffic and a 10.3 percent increase in Coal. Santa Fe also reported a solid performance of 6.6 percent for the first quarter. SF's growth came in Intermodal and Grain commodity lines. Southern Pacific, hindered by flooding in California and by service difficulties, reported a 2.2 percent gain.

The Eastern roads were led by

Norfolk Southern, which reported an 8.1 percent increase in car loadings during the first quarter. It was followed by CSX, which achieved 5.4 percent, and Conrail, which had 1.2 percent growth. Norfolk Southern's growth came, in large part, from a 21.8 percent gain in intermodal, driven by new service offerings. CSX benefited from strong Chemicals and Minerals traffic.

CR, however, was the first major carrier to reflect the slowing economy, due to its more cyclical and, thus less diverse, traffic base. Conrail's largest commodity group, Intermodal, constituted nearly 37 percent of the company's traffic volume for the first quarter, but reported only a 1.4 percent gain over the same period in 1994.

Second Quarter Performance

A slowing economy, combined with electric utilities' moderating demand for coal, resulted in all major carriers' reduced growth rates for the second quarter, relative to the first quarter. Intermodal and Autos, which are among the commodities most sensitive to economic contraction and expansion, have been particularly impacted. As a result, CR., CSX and SP reported negative growth through the second quarter. SF, however, managed growth in Intermodal, contributing to a 1 percent overall increase, compared to 1994 levels, despite a 17 percent decline in coal car loadings.

UP and NS volumes for the second quarter were relatively flat, compared to 1994, whereas BN reported a gain for the period. BN's success stems primarily from large gains in Grain car loadings to meet export demand, and significant increases in Intermodal traffic, which were due to a new major contract.

During the second quarter, NS was severely affected by reduced coal demand, but benefited from Intermodal increases that resulted from new service offered into the Midwest

and interchange movements into Texas. UP's even performance with second quarter 1994 was due largely to its diverse traffic base. A decline in Intermodal and flat Coal performance have been offset by Grain and Chemicals, which have achieved growth.

Via INFO Union Pacific Railroad

CONRAIL

The downsizing continues unabated at Conrail. Some attribute this to pre-merger shrinkage, but the company maintains it is part of a drive to increase its return on assets. On June 14, 477 union workers and 113 non-agreement employees were notified that their jobs were being abolished. Later in the month, 90 workers at the Juniata locomotive shop in Altoona and 50 at the nearby Hollidaysburg car repair shop were laid off.

Most surprising was the June 26 dismissal of Senior Vice President Charles N. Marshall, a pillar of top management who had come to Conrail in 1978. Marshall, one of Conrail's highest-paid and most respected officers, insisted to an Inquirer reporter that he use the term "fired" in his story, and the headline read accordingly. In the interview, Marshall said that new President & CEO David LeVan simply "wants new guys around him." Other layoffs and resignations are expected, as traffic levels continue to fall below those of a year ago.

To further cut costs, Conrail in June reduced the maximum speed of all intermodal trains from 70 to 60 mph, and other freight trains from 60 to 50 mph. The railroad said the lower speeds would not affect service but would save about \$3.4 million in operating costs during the second half of 1995. Trains starts were also cut back by nine percent though the weekly operation of dimensional trains for high-and-wide shipments was reinstated after numerous shipper complaints. Conrail

has implemented a locomotive shut-down policy at yards and terminals, aimed at saving \$2.2 million a year in fuel costs. Conrail annually uses nearly 300 million gallons of diesel fuel and the shutdown policy will conserve some 700,000 gallons. Completion of the cross-state clearance program has been delayed until next month, due to further problems with the Allegheny tunnel at Gallitzin.

Via Philadelphia Express

THE ORIGIN OF THE TRACK TORPEDO

The track torpedo is one of the oldest safety devices used by railroads. It consists of an explosive charge in a weather-proof wrapping with a flexible strap for holding it to the top of the rail. When struck by a locomotive, it explodes with a loud BANG, warning the train crew of an obstruction ahead. Torpedoes are used by flagmen to protect against oncoming trains and by track and bridge repair crews to protect their work areas.

The torpedo has an interesting origin. During the Civil War, a soldier was serving as the flagman for a military train. The train made an unexpected stop and the soldier-flagman went back to protect the rear of the train against a following train. It was a dark, stormy night and his lantern went out. He knew the crew of the oncoming train would never see him in the dark. He took a box of musket caps from his pocket and placed them on top of the rail with a dab of mud to hold them in place. When the oncoming train wheel struck the box, the caps exploded in a loud BANG. The engine crew thought something had broken on the engine and immediately stopped, whereupon the soldier-flagman informed them of the situation ahead. Thus was born the track torpedo. *Various sources.*

SD80MAC

The first SD80MAC has left DD in London and is on it's way to the Test Center in Pueblo Colorado for advanced testing due to test track limitations at DD. It is correct that the radiators are not totally in the rear, as the dynamic brake grids are just back of the radiators. While only (!) 5000 HP, the leap in technology over the 16-710 is not great, the next step for either of the builders to 6000 will be much greater. Rumor has it that the first 6000 HP engine is having some potential problems. Biggest problem is how to cram more and more sh*t in the same sized box.

*Via Internet July 18, 1995 1:53:37
QULL15A@Prodigy.com (Dennis Melas)*

Which 6000hp engine, the GM 854H or the GE/Deutz/MWM HDL/632? And it is not a rumor that they are having problems, the radiators must be bigger. GE was at least looking at redesigning their frames to lighten the locomotives. The space taken up by these new engines, in and of itself, may not be any greater than the 20-645 or 16-645 which are long engines: about 250" and 215" versus about 197" for an FDL16.

*Via Internet July 18, 1995 12:34:48
Peterson@Junior (Bill Peterson)*

“RAILS-TO-TRAILS” PLAN IS SIDETRACKED BY RULING

An ambitious, federally financed rails-to-trails project in Montgomery County has been sidetracked by a court ruling.

A judge has ruled that the 12 mile long railbed where a hiking and biking trail is planned doesn't be-

long to the nonprofit group that thought it had bought the land from Conrail.

Instead, Montgomery Circuit Judge Thomas K. Milligan said, the railroad never had the right to sell the ground, and state law requires that ownership should have gone to adjacent property owners when rail use ended in 1982. The judge found that the thin strips of land were acquired by Conrail's predecessor companies by taking an easement on the land rather than outright ownership.

Milligan's ruling in June is a blow to a key argument of the growing rails-to-trails movement in cases where railbeds were built using easements, a common practice in railroading.

Attorneys for the movement have argued that turning such abandoned rail lines into recreational trails is a higher, public-policy use that should supersede the traditional claims to old railbeds by landowners who live next to it.

"The judge said no matter how strong public policy is, it doesn't justify seizing private land," said Nels J. Ackerson, a Washington, D.C. attorney for eight Montgomery County residents who sued for the right to take over ownership of the old Conrail railbed that adjoins their properties.

Milligan still must rule on the residents' request for damages from Conrail and West Central Indiana Railroad Recreation. Residents claim their use of the railbed has been thwarted and it's ownership clouded by Conrail's deal to sell it.

Attorneys for the residents also want the judge to declare the case a class action to allow other owners of property along an abandoned Conrail line in Indiana to join the lawsuit.

Ackerson is handling two other class-action lawsuits in Indiana involving owners of land along abandoned

Penn Central and CSX Corp. Rail lines.

A new state law should help avoid such lawsuits as the one in Montgomery County by defining how rails-to-trails projects can take place. The law replaces one that was struck down by a federal judge.

Via The Parke County Sentinel, Rockville, IN. By Jeff Swiatek Indianapolis Star., - From member John Fuller

GANDY-DANCING ON THE NICKLE PLATE

My nineteenth summer turned me into a man. I learned how to cope, to survive on my own, to work. And I had the honor of working with some "real mean" on the hot, flat prairies of Indiana and Illinois.

That summer did not start well. My parents moved to the East Coast and I flat out refused to go with them as I had absolutely no desire to become some kind of effete prep-pie. Thus, I went to Texas with two buddies to seek work in the oil fields.

The Texas expedition was not a success. We did not find work, but we did manage to burn up our automobile and all our clothes and money in South Texas. Our return to Indiana was an adventure in itself, yet we managed to get back to our hometown without doing further damage to ourselves. My next immediate problem was surviving on my own, as my parents had gone East by then. I had no money, clothes, job or home. After several days of mooching off of friends and sleeping in automobiles, I fortunately got a job as a "gandy-dancer" on the Nickle Plate Railroad, which ran from Cleveland to St. Louis.

A gandy-dancer was a railroad track worker in the parlance of that time.

"Hand implement specialist" might be the yuppified term today. The basic tools were picks, shovels, and muscles. The crew was almost evenly divided between full-time track workers, mostly Kentuckians, and college students, like me, who knew little about real life.

The foreman was one mean S.O.B., from Kentucky of course. He was built like a beer-bellied linebacker, spat Red Man tobacco juice all day and took absolutely no crap from anyone. Probably for the sheer enjoyment of it, he cussed us college kids and questioned our gender all day long. To him, we were "candy-asses" and worse. In turn, we called him "Harley Bad-Ass" -- but never to his face. We worked our butts off for Harley out of perverse pride and pure fear.

At first, the only enjoyable part of the workday was quitting time. We were "tamping" an old, sagging rail-bed. This was about as much fun as being a hod-carrier on a pyramid project in ancient Egypt. We pried up thirty-foot sections of track and ties with jacks and heavy steel peavy-bars. It was fast-paced, backbreaking work. Once we had a section of track raised, other men would sling fresh gravel under the ties. Finally, a heavy, wheeled machine, driven by Muller, a huge, silent man, would finish up by tamping the new gravel down firmly.

For the first several weeks, Harley hollered and cursed us "candy-asses" mercilessly. He loved the fear and anger he inspired by this. Finally, the skinniest student-laborer hauled off and heaved a shovelful of gravel right smack in Harley's big gut while Harley was yelling at him for being too puny to sling gravel properly. It was an amazing sight, funny, yet terrifying, because Harley could have snapped that kid in two like a twig. Harley was so stunned by this courageous (and foolhardy) act of revolt that he just laughed after a moment and went off to find someone else to harass. At the end

of the day, Harley invited us candy-asses to join him and the other Kentuckians for beer at their favorite pub. It seemed that we all had passed a test of fire in Harley's eyes, thanks to that one, well-aimed, load of gravel.

Tamping was hard, dirty and boring. Every now and then we had to clear the tracks to allow trains by. For amusement, I would line up the college workers along the track in a raggedy, shirtless formation and we would salute passing passenger trains with picks and shovels held smartly at our shoulders. Of course, Harley and the Kentuckians would have nothing to do with this game. The train passengers probably thought we were a work detail from a mental institution. However, it broke the monotony.

We finished the tamping operation around my ex-home town after several weeks. Having no home, and still sleeping in cars, I volunteered to join part of the crew which was going to Central Illinois to tamp track.

Our base was in the hamlet of Deer Creek. It boasted a small bar, a blacksmith shop and little else. We lived in two old box cars outfitted with bunks. There was no electricity or running water. We used an old outhouse and bathed from a cold-water tap at a grain elevator. Living was crude, but so were we.

After two weeks of gritty, sweaty pick-swinging, I needed a total cleaning. Most of the men wore swimsuits when bathing. However, I did not have a swimsuit, or a shirt or even spare underwear as I had lost everything in Texas and still had not been paid by the railroad because of a bureaucratic delay. One day after work, I stripped down completely and someone sprayed me down with cold water. My buddies formed a shield between me and the town just a block away. But it did not work. The town Marshall roared up and caught me buck-naked. We

explained our situation, no hot water or indoor facilities and he understood. However, he pointed out, a lady had reported me and I had definitely been naked in public. If the lady chose to press charges, I would be arrested for indecent exposure.

This was serious, although funny in its way. I considered high-tailing back to Indiana but, without clothes or money, I did not think I'd get far. I certainly did not want an indecent exposure rap, lumping me in with the true weirdos and flashers. All I had done was try to get clean and cleanliness was supposed to be next to godliness. What a mess!

When I calmed down a bit, I came up with a plan, I'd say I was sorry and beg for mercy. I went to the house of the lady who had reported me. No-one answered my knock, so I went to the next house and started fumbling out my apology to the lady there. She started laughing and said everyone knew of our bathing problem and expected old Maude next door to watch us like a hawk and turn us in the minute one of us could be seen even seminaked. Maude was a real nosy old biddy according to the lady. My new friend said not to worry about anything. She would handle Maude and the shower problem. And she did. I was not arrested and the town graciously opened the school gym for an hour every evening so we track-workers could take hot showers indoors.

The tamping went on. The college types had blended in with the Kentuckians to form a smooth-working unit. This unity was sealed the day we nearly had a bad accident.

We were in slightly hilly country where you could not see more than a hundred yards of track. I was digging jack-holes around a bend from the crew when an unscheduled freight train came roaring around the bend.

I ran back toward the crew yelling a warning. Everyone scattered except Muller and "Mouse", the scrawniest of the college candy-asses. He and Muller stood their ground, trying desperately to wrestle the tamping machine off the tracks -- a job requiring eight men - to prevent a derailment. Miraculously, the train ground to a screeching halt just inches from the machine, with which Muller and Mouse were still struggling. If I have ever known "real men", they were those two, one huge, one small, brimming with guts.

That was the high point of my Gandy-Dancing and I was not exactly sad when the summer ended and I left. But I sensed that I would probably never again work as closely and humorously with any other men as the tough Kentuckians and the candy-asses who became men that summer. And I never have. Whenever I hear the lonesome hoot of a train whistle, I pause and remember the.

Copyright By John Kendall Ward

Editor: This past summer I met John at the hardware store in Hoopston while picking up supplies for the museum. I mentioned the museum and we got talking about railroads. He told me about this story that had written about his early life. It sounded interesting and I ask him to send it or bring it to the museum some Sunday.

The story centers around 1955. It gives a look at the real life of railroading near the end of an era. No longer do men and "boys" toil at raising track. Now, machines do most of the work and those left have several years experience with the railroad. Getting on "just out of high school" is not an easy task now.

John went on to serve our government in the foreign service field as a diplomat. He has since retired and moved to the Hoopston area where he works part time and writes. This is his first published article.