

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC, 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 Cooke Business Forms, N. Vermilion Street, next to the Central Illinois Bank, Danville, Il. beginning at 7:30 PM Central Time.

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Visit our Chapter WWW Home Page On-Line - <http://www.prairienet.org/djc-nrhs/>

Volume 28

September 1996

Number 8

COMING EVENTS

September 19, 1996

Monthly meeting beginning at 7:30 PM at Cooke Business Forms, 2500 N. Vermilion St in Danville.

September 21, 1996

The Rossville Museum is closed for the season. Our chapter picnic will be this date, starting at 11:00 am at the museum. Chapter furnishing hot dogs, buns, and drinks. Food served at 1:00 PM. Bring a dish to pass plus table service and chairs.

September 21 & 22, 1996

Monticello, IL - Railroad Days - Special trains all weekend along with motor car trips.

October 5, 1996

Chicago, Il - Wabash RHS trip over Metra from Chicago to Manhattan, Illinois - featuring Wabash F-unit.

October 13-13, 1996

Great American Train Show - Indiana State Fairgrounds 11-5 each day, \$5.

November 8-10, 1996

NRHS Board of Directors Fall Meeting, Huntington, W. VA.

December 1, 1996

Annual Christmas Dinner - Pizza Inn at corner of Route 1 and Williams Street - 1 to 5 PM.

Next Meeting

The next meeting will be September 19, 1996 at Cooke Business Forms, 2500 N. Vermilion Street, Danville, Illinois. Business meeting will begin at 7:30 PM with the program starting around 8:15 PM. The museum is now closed but there is still work to do on the building. Tuckpointing the brick and touch up painting is needed in various locations.

We will be having a picnic at the Depot on Saturday. See news in this issue concerning the time and



Chapter Picnic

On Saturday, September 21, 1996, the chapter will have a picnic at the Depot Railroad Museum in Rossville. We will begin around 11:00 AM with hot dogs to be ready around 1:00. All members and spouse or friend are invited to attend. The Chapter will furnish hot dogs and buns, plates, napkins and drinks. We ask that you bring a covered dish or chips.

The museum will be closed for the season. However, we plan to run the model train layout in the afternoon for modeling members of the group, maybe even a short operating session if enough are interested. Also, we get to watch the "real thing" in front of the building.

We will take a count at the September meeting of who will attend. If you cannot attend the meeting, but plan to come on the 21th, be sure to call President Larry Prosser at 217-446-9769.



Next Meeting - continued.....

needs. Let President know if you plan to attend and how many will be in your group. Wives, girlfriends and kids are welcome. Bring your HO motive power and we will run trains in the afternoon - maybe late into the evening if we want to.

Member Andrew Koval of Chicago has reached the 25 year uninterrupted service level to the NRHS. We congratulate Andy for 25 years of membership and welcome him as one of the select few in the Chapter.

Haley Tower - Terre Haute, Indiana

Not long for this world

The Stamper Lead was taken out of service on Saturday, August 3, 1996. The new interlocking puzzle (turnouts) will be assembled on top of it. Additional materials have arrived and are on hand in two "CORE" semi trailers.

A new eastbound signal for Conrail was dropped off today, literally! They dropped and broke it while unloading from a trailer. Get your photos of the old mast while you can.

Part of the plans for the new interlocking include temporarily wiring the old machine to the new plant until a new machine can be installed in a trailer just north of the current tower. I can get no confirmation from CSX about this, so I will be firing off a letter to multiple CSX destinations stating we are interested in saving the tower.

For those who may have been confused (first paragraph), the new interlocking will be assembled and then slid into place with a couple of REALLY BIG CRANES (normal way to set large turnouts). It will probably be in place before our picnic. The tower has been given a temporary reprieve, with the old machine running the new plant. They began assembling the switches yesterday too.

I met with a consultant/building inspector from Nashville yesterday. He was going to inspect the buildings for asbestos. Based on his preliminary look over, there is probably asbestos in the roof shingles and roof insulation. If he finds out this is the case, he told me he is going to analyze the stuff, I'm not going to pursue the project any further and will notify CSX of such.

On a semi related note, CSX and CR

moved a dimensional shipment yesterday (8/4) that was 15'11" wide. It was billed as the largest shipment ever moved over the two divisions, clearing the signal masts and the tower by only 3"! CR held all west-bound traffic in Avon until it's arrival. From:Bill Foster (Op. Lifesaver) <73003.2554@CompuServe.COM

EBT On Endangered List

The East Broad Top Railroad has been included on the National Trust for Historic Preservation's "1996 List of 11 Most Endangered National Historic Landmarks," noting that current tourist income is "insufficient to meet the high costs of operating the line and keeping its structures and fragile rolling stock in good repair." The Trust sees a danger that "the historic structures could be allowed to deteriorate and the priceless collection sold off and scattered."

Inclusion of the East Broad Top on the Trust's annual list comes at a time when both threats to and better prospects for the railroad are close at hand. The EBT nearly closed for good at the end of its 1994 season, but reopened in 1995, thanks to public-private community development cooperative action, and continues to operate in 1996. Meanwhile, no new action has been taken to abate concern for historic structures along the 33 mile narrow gauge line. A key building, the Robertsdale Company Store, is under threat of imminent demolition.

Action still is pending for appropriation by Pennsylvania Governor Tom Ridge of \$30 million in state development bonds authorized for restoration of the railroad. A coalition of public and private groups is working to match the state money.

A consulting team has issued a management report on a proposal

for operating a fully, restored EBT as a non-profit trust, fulfilling a documentation requirement for release of the \$30 million. The study, "Full Steam Ahead", is now available from the Allegheny Heritage Development Corporation, Post Office Box 565, Hollidaysburg, PA 16648-0565. The colorful 28 page report summarizes a twelve month long public planning process organized and supported by The Allegheny Ridge Corporation, Altoona Railroaders Memorial Museum and AHDC in cooperation with the East Broad Top Railroad/Rockhill Coal Company. The plan sells for \$12 plus \$3 shipping, with checks payable to the "East Broad Top Railroad Development Fund." Any income in excess of the printing costs will be directed toward the EBT restoration.

The action by the National Trust calls the EBT's situation to the attention of government at all levels, the broad historic preservation community, media nationwide, and foundation and corporate donors. By so concentrating attention, the Trust has facilitated many victories for historic preservation, although Richard Moe, Trust president, is the first to say that success is not always the result, and the outcome can require years of persistent effort. First issued in 1988, the annual list has become "a powerful alarm bell alerting Americans that their heritage is at risk," according to Moe.

Via The Lake Shore Timetable

C & E I HS Gains Collection

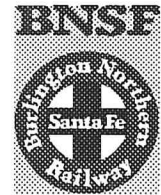
The Chicago and Eastern Illinois Historical Society has gained a collection of photographs and drawings from the estate of Ray Curl. Many of us of the chapter were saddened by the death of Ray earlier this year. In Ray's memory his wife

BNSF And IC Sign Intermodal Marketing Agreement

MOBILE, Ala., July 31 — Illinois Central Railroad has signed a marketing agreement with Burlington Northern Santa Fe for the transport of intermodal units between Memphis and Mobile, beginning August 26. Intermodal units to and from Mobile will be routed directly through Memphis, where the units will be interchanged between the carriers. The traffic will use the Illinois Central's intermodal facility in Mobile.

BNSF's Senior Vice President Intermodal & Automotive Chuck Schultz said, "This new agreement with Illinois Central will provide an enhanced service offering to our customers. Shippers in the Mobile area will benefit from reliable and consistent service. In conjunction with this new operation, BNSF will also expand our service offerings to include service to BNSF locations in California in addition to the Pacific Northwest and the Midwest."

Illinois Central's Vice President Howard L. Vaughters commented, "This agreement provides a level of traffic that supports IC's Mobile facility and an excellent service offering. From this solid base, both BNSF and IC can market this lane more effectively than could either alone in the past. IC's unused terminal returns to productive revenue service quickly with no major reconstruction."



Burlington Northern Santa Fe Corporation (NYSE: BNI) owns the largest railroad network in the United States, with more than 31,000 route miles covering 27 states and two Canadian provinces. The network stretches from the Midwest, Southeast and Southwest to California and the Pacific Northwest, and from the Gulf of Mexico to Canada.

Illinois Central Railroad, the principal subsidiary of the railroad holding company, Illinois Central Corporation (NYSE: IC), operates a 2,600-mile freight railroad between Chicago and the Gulf of Mexico.

Barbara has donated the drawings of the C&EI Railroad that Ray had in his collection. They include over 1000 linen ink drawings of steam locomotive parts. There are painting and lettering diagrams of all diesels, some freight cars and logos that never made it to actual use.

At the present time the drawings are being stored by your editor. I am in the process of sorting the drawings and we will be preparing a catalogue of what is available. At the same time we acquired over 1200 C&EI photos from Ray's collection. These are also being catalogued and that list will be made available. They will be used in various publications of the society

including the calendar. If you are a C&EI fan don't ask for information now. The task is taking some time for Bob and I to go through. But the best part of all is that Barb thought enough of us to preserve the history to the society and not let it get scattered around the railfan community.

Speaking of the C&EI HS - the museum room at Watseka is coming along. Chapter member Bob McQuown has been working on the windows and other portions of the room. In addition to working at Watseka Bob is in the process of getting the 1997 C&EI HS calendar to the printers. This fine publication will be ready in late October.

UP: Six Months Worth of M/W in a Six-day Window

"We took a big gamble.. And we hit the jackpot." So said Union Pacific President and CEO Ron Burns of a \$26 million track maintenance and construction blitz that required closing one of the busiest main lines in the nation for six days in June.

The job involved 160 miles of line between UP's North Platte, Neb., Yard and South Morrill, the gateway to the Powder River Basin coal fields.

Ordinarily, this corridor sees train movements every 24 minutes, around the clock, daily. The shutdown postponed delivery of about 10,000 loads and idled 145 unit coal trains.

As Burns put it, the daring project could not have been done "without excellent cooperation from the electric utilities and coal mines we serve."

UP threw 450 maintenance-of-way employees and more than 200 pieces of mechanized track equipment into the project. Track workers were on the job from sunup to sundown, with other employees coming on duty then to handle equipment maintenance.

What UP did was to squeeze six months of maintenance into a six-day window, which also was opened for construction of 13 miles of second main track. As a result, UP will be able to operate an additional 100 coal trains this year.

Via Railway Age

Wheel Report

TERRE HAUTE - HALEY TOWER -
The latest from Bill Foster. In addition, Bill tells me (Doug Nipper) that not only is the new plant identical to the old one, but it will be operated from the old tower for a while. A *new* building will be built to house the new controls.

Yes, Virginia, they will retain operators here. He says that CSX's agreement with CR is worded that if CSX

weekend when CSX is not running.

Should be real interesting watching them work things in place with two cranes. The entire plant is one large piece of "snap track" and yes it's identical to the old plant.

Bill Foster

(Ed: Another interlocking is changed and someday will be gone as we know it. Hope some of you got photos of the change over. The work is similar to the installation of turnouts on the SP and NS at Springfield. Interesting to watch.)

From our Web Master - I found a way to get a count of hits on our pages. For your ease, I removed the hits on each graphic and just showed the page and overall directory hits. Looks like the majority of hits come in on the museum and link pages.

Prairienet Statistics, from 19/Nov/1995 to 27/Aug/1996 - the total hits on the Prairienet server were 19013191.

Access counts for "/djc-nrhs":

Count	Page
607	/djc-nrhs/
286	djc-nrhs/links.html
283	/djc-nrhs/museum.html
138	/djc-nrhs/caboose.html

127 /djc-nrhs/homepage.html

63 /djc-nrhs

57 /djc-nrhs/membersh.html

2 /djc-nrhs/index.html

Sum of accesses of pages containing "/djc-nrhs" is 5436.

The weekend before Labor Day we ran an ad in the Champaign-Urbana *News Gazette* for our home page. The paper has a new listing in the

Wabash Special

Plans are in progress by Randy Rippy for a Wabash Railroad Historical Society trip on Metra this fall. The excursion will occur on October 5, 1996 using the former Wabash route through Orland Park to Manhattan, Illinois. The train set will be the Metra set used in regular service on Monday through Friday. Two of Metra's vintage F-units will be added to the train for the trip.

In addition - it appears that the Wabash F-unit at Monticello will make the trip to Chicago and power the train. Final arrangements are being made with NS and Metra for the move.

The trips will originate at Chicago Union Station. Two round trips are planned for the day with stops at intermediate stations. The south end of the trip will be on "freight only" portion of the NS/Metra track. The cost will be \$20.00 per adult. On Saturday night the Wabash Society will hold their annual meeting celebrating the 32nd anniversary of the merger of the Wabash, NKP and N&W.

wants to remote the plant, Conrail will have control of it!

Labor Day Weekend - crews have been working feverishly and have the new interlocking hardware pretty much assembled, complete with switch machines! Labor Day weekend, with it's CSX shutdown is the perfect time to swap the plants. Keep in mind they've been telling me it's going to happen on a holiday

classified section for home pages and for about \$9 we listed the page. We hope to see some results during the 3-day weekend. We will evaluate the response and maybe next year try the ad again. We have received many compliments on the content of the Home Page and the credit goes to Doug Nipper for the layout and content.

For those of you that have checked the page we hope to change the photos soon to a more recent shot (check out the wreck on the model railroad).

ANOTHER TOWER GONE - Bend Tower in South Bend, Indiana officially closed on July 13, 1996. The new alignment sees the GTW getting onto Conrail's main track, then through crossovers crossing to the south side and continuing on their (GTW) own rails. The Conrail Chicago East Dispatcher in Dearborn controls the interlocking.

FIRE DESTROYS RAIL CAR at the Indiana Transportation Museum in Noblesville, Indiana. A historic Santa FE Railroad passenger car was destroyed in early August in what investigators say was arson. Damage was estimated at \$100,000. Two other nearby cars were damaged by smoke. The cars were part of 15 that are in storage awaiting restoration.

GATEWAY WESTERN has lost its intermodal traffic from the Santa Fe as the BNSF has moved the Kansas City to St. Louis traffic to the former BN track and yard in St. Louis. This will have a major affect on the facility at Venice, Illinois. At the same time Conrail and CSX have been routing traffic to the GWWR for delivery to Kansas City. This traffic is handled as separate trains if loading requires.

A recent spotting on the GWWR (NS track) at Springfield was Kansas City Southern #4028. The unit was powering the local into the IC yard at Avenue Tower and the I&M yard.

CSX New Service Lane

CSXT has announced the formation of three new service lanes. The Jacksonville Service Lane will be implemented November 1, to extend west to Flomaton, Alabama, south to Vitis and Auburndale, Florida, and north and east to Manchester and Savannah, Georgia. The Atlanta Service Lane will be implemented December 1, west to New Orleans, north to Etowah, Tennessee, and east to Abbeville, South Carolina, and Augusta, Georgia. The Appalachian Service Lane will be implemented January 1, and extends from Etowah to just south of Cincinnati, and includes the present Blue Ridge Division.

CSX Intermodal has acquired property near Fairburn, 20 miles south of Atlanta, for a new intermodal terminal facility. CSXI will continue to operate its current facility at Hulsey Yard in Atlanta, and the two terminals will more than double capacity in the area, according to a company report.

Via The Bull Sheet

Train Set for Sale

Recently we had a Danville citizen stop at the museum and ask if we could advertise a train set for sale. We suggested a donation and for that donation we offer the following.:

For Sale - Z Guage layout, 2 feet by 6 feet. 5 locomotives, numerous passenger and freight cars. Some limited edition cars. All for \$900 or will sell part. Contact Harry Braun at 217-443-5760.

P&E Final Run (Finally)

Today (Aug. 28) the HI34 local out of Hillery left for LeRoy and points west for the last time. They will make it as far as LeRoy and tie up there and tomorrow will return to Danville. they took 3 cars over to Emulsicoat and will probably leave them for the NS. The black pony will be changing locks on Saturday and next week the CR will begin salvaging the rail, spikes, and OTM on the east end. If you're in the area get your photos tomorrow or you never will. I met the crew this evening in Danville right before they were to leave and presented them with a banner that I whipped up on the AutoCAD. The crew taped it on

the nose of their GP38-2 and posed on the front walkway for photos. Several people along the way came out of their houses and snapped photos as the train rolled by, and the crew stopped in Fithian and paid a visit to retired P&E engineer Tom Harold, who lives along the line. A melancholy day for sure.

Bruce Bird

Yes, it is finally true. Another portion of the Peoria and Eastern is gone. On Saturday, August 31, at 12:01 AM, Norfolk Southern acquired the Conrail line from Bloomington to the east side of Urbana, Illinois. This included the trackage rights over NS into Peoria.

The connection at Mansfield, started in early July, will see construction resume to add the connection to the former Wabash line between Bement



Lincoln Funeral Train to visit Linden, Indiana

The model of the Lincoln Funeral Train, a one-twelfth scale model constructed by Dr. Wayne Wesoloski, will be on display at the Linden Railroad Museum located on the north side of Linden, Indiana from June 11 to September 2, 1997.

The exhibit has been touring the United States since February, 1995. Only one other stop will be made in Indiana, that being at the Lincoln Museum in Fort Wayne. The Linden museum will be open Wednesday thru Sunday 1-5 PM.

In addition the museum will present a 200-slide talk by Dr. Wesoloski on June 10, 1997 at 7:00 PM in the Crawfordsville Public Library. Admission will be free.

For more information contact Bob Straw at the Linden-Madison Township Historical Society, PO Box 154, Linden, Indiana 47955. Mark both events on your calendar now

and Gibson City. NS will begin operation as soon as the connection is complete, around September 9. Service will include Andersons Grain, Emulsicoat and Solo Cup in Champaign and Urbana. The portion from Bloomington to Mansfield will be served from Bloomington on a as-needed basis. The diamond at Mansfield will be removed.

Conrail has officially abandon the line between Danville and Urbana. They will negotiate with Hartland Pathways, a Champaign-based group, to convert the roadbed to a recreational trail. It will take some time for Conrail to begin removing the rail and ties from the line. Work should begin this fall along with the removal of track on the Danville to Schneider section, out of service for over 3 years. That portion finally got the abandonment of trackage rights by Soo Line and now Conrail can officially abandon the section (except for sections sold to shortlines).

As noted above, Bruce Bird captured the last trip on film. Did anyone else catch the last train out of Danville? Hope so - your editor

didn't make it in time.

Recently Bruce notes that Conrail placed an "Urbana" sign at milepost 27. Original limits were to be milepost 28.5 to 78.3 at Bloomington. On September 4 Norfolk Southern cut the track at Mansfield and started making the connection. Car deliveries were to begin around September 9. Conrail needs the 105 pound rail elsewhere on the system and will begin removing track materials as soon as possible.

CSXT - News

CSXT has announced agreements to purchase 80 additional AC locomotives, including 25 from EMD. This is in addition to its earlier order for 250 AC locomotives from GE which continue to be delivered. Included in the new orders are 55 CW44AC units from GE, and 25 SD70MAC units from EMD. "Locomotive reliability is key to delivering the higher level of service required to our customers," said John Basso, vice president-supply and services management. "The AC technology

has been proven in the difficult railroad operating environment." In addition to increased tractive effort, AC locomotives require significantly less maintenance than conventional locomotives powered by direct current, according to a CSXT news report.

CSXT continues to take delivery of CW44AC units with ten more arriving in the final days of last month. Units delivered in June were numbered 201 through 210 inclusive, curiously leaving the numbers 174 through 199 vacant from the roster, at least for now. Tentative delivery schedule includes 15 units this month, 22 in August, and 33 in December.

CSXT has announced that the first of its 6000-horsepower AC locomotives will arrive this month for testing.

Work continues on improving utilization of the CSXT locomotive fleet. According to a news report, CSXT was able to release 54 leased units recently.

Road locomotive utilization has improved to 56.5 percent (as to time units are pulling freight), and average miles per week to as many as 1300, according to the report. Meanwhile, CSXT has advanced its testing of AC locomotives in merchandise service. According to Tom Schmidt, vice president-network operations, 35 AC locomotives are in merchandise service, most in single-unit operation. "Our goal is to hit a ratio of 1.5, in which a single AC unit replaces one and a half Dash-8 or comparable model locomotives," he said. "Right now, we're at 1.3--about what the Union Pacific is seeing in its AC fleet--and our data indicate we would realize significant efficiencies if we could reach at least 1.4."



Via The Bull Sheet

Britain's EW&S Orders 250 EMD Locomotives

English Welsh & Scottish Railway (EW&S) has ordered 250 3,000-hp diesel-electric locomotives from General Motors' Electro-Motive Division.

The locomotives will be of standard dual-cab design and will feature such new technologies as an electronic high adhesion wheel creep system. They are expected to be built at EMD's facilities in LaGrange, IL, and London, Ont., with deliveries beginning in late 1997.

EW&S is the new name of North & South Railways, a consortium led by Wisconsin Central Transportation Corp., which earlier this year purchased and consolidated four British Rail freight operations. "The new locomotives will modernize and enhance the reliability of our fleet," said EW&S Managing Director Ian Braybrook.

Early on, WCTC Chairman, President, and CEO Edward A. Burkhardt identified locomotive unreliability as a major problem. He recently told Railway Age that out of a total fleet of 1,050 "we're hard pressed to get an availability ratio exceeding 70% or 75%." He also said, "One of the positives I think we can bring over from the U.S. concerns locomotive design.

Via Railway Age.

More Government Regulations on the Way

If Congress really wants to reduce the number of deaths and injuries related to railroad operations, it should support the Department of Transportation and railroad initiatives aimed at reducing the toll at highway-rail grade crossings. In 1995 close to 94% of all rail-related fatalities involved grade crossing accidents or trespassers. Of the 1048 deaths out of 1,120 reported last year, 559 were those deaths that resulted from collisions at grade crossings. However, the DOT initiative has been stalled while the fight is on to preserve the \$150 million in grade crossing funds.

Congress is focusing on the Hours of Service Act, based upon the suspicion that engineer fatigue may have played a part in one accident last February. Rail labor and management have been working on the problem and will probably come up

with a means to combat fatigue. But of course, Congress wants to grab the headlines as doing something to protect the public.

Speaking of hours of service, it is almost impossible for an engineer to falsify the rules. How about truckers? There are very few checks against their log books as they can keep one for themselves and one for the cops. For all of the 1,226 people that died in rail related accidents, 4,544 died in accidents involving heavy trucks.

Passenger safety? From 1980 to 1995 there were fewer than 150 passenger deaths. In spite of all the publicity against Amtrak the passenger train is safe. Almost all cases involve a vehicle pulling in front of the train and the subsequent wreck. The nations airlines have an excellent safety record.

However, in the 11 of the last 16 years the rail fatality rate was lower than or equal to the airlines.

The railroads have reduced train accident rate by 55%, employee injury rate by 57% and a reduction of 65% in the total casualty rate since the 1980's. Traffic is up on all railroads and at the same time accidents caused by equipment failures is down 5% since 1994.

Congress would lead us to believe that they can solve all problems related to our safety. They are close to imposing rules on the rail industry that will cost millions of dollars to implement. Given the time the railroads are in the process of implementing many of them on their own. As long as the media continues to point the finger at each accident our government will continue to pass new regulations.

Photographers Ex- Wife found Guilty

The ex-wife of photographer O. Winston Link has been found guilty of stealing over \$1 million dollars worth of his famous prints. She has been convicted and faces 8-25 years in jail. Mr. Link has said that the negatives for over 1,400 of his famous prints are missing. Most were taken from 1955 to 1960 featuring locomotives of the Norfolk and Western.

Mrs. Link has not revealed the location of the negatives and friends are hoping that the long prison stay will cause her to reveal their location. If the prints and negatives are damaged or lost it will mean the loss of a very valuable collection of railroad history

