

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 \$17.00 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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PRESIDENT: Larry Prosser

SECRETARY: William Darnier

NATIONAL DIRECTOR: R. M. Schroeder

MUSEUM DIRECTOR: Robert Gallippi

EDITOR: Richard M. Schroeder - Rickschro@aol.com

P.O. Box 1013

Danville, IL. 61834-1013

MEMBER: Illinois State Historical Society - Illinois Association of Museums

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

VICE PRESIDENT: Jesse E. Bennett

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HISTORIAN: Jesse Bennett

PUBLISHER: Allen Cooke

Cooke Business Forms, Inc.

John Cooke Sr., Honorary Member

Volume 29

February 1997

Number 2

COMING EVENTS

February 20, 1997

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

February 16, 1997

Peoria Train Fair, Illinois Central College, Route 116 & 24, 11-3, \$2.

February 22 & March 22, 1997

West Lafayette, IN - Purdue Railroad Club Open House, Purdue Memorial Union Bldg., 2-6, Free

February 23, 1997

Springfield, IL - Springfield Model Railroad Club's 7th annual show at Ill. Bldg., Fairgrounds, 10-4, adm \$2

March 1, 1997

Indianapolis, IN - Model Railroad and Toy Show - St. Joseph Church, 1375 S. Mickley Ave. \$2.

March 2, 1997

Ft. Wayne, IN Toy Train & Collectable Toy Show, The Lantern, 4420 Ardmore, 11-4, \$2.

April 5 & 6, 1997

Model Train Show and Swap Meet - Lincoln Square Mall, Urbana, IL 10-6 on Saturday, 11-5 on Sunday.

April 19, 1997

Watseka, IL - C&EI HS Annual Meeting at Watseka Depot. Meeting, swap tables, displays, dedication of museum room and annual meeting.

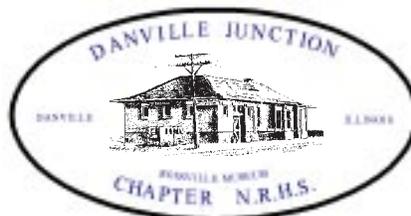
June 25-29, 1997

NRHS Convention, Salt Lake City, Utah.

Next Meeting

The next meeting will be February 20, 1997 at Cooke Business Products, 2500 N. Vermilion Street, Danville, Illinois. Business meeting will begin at 7:30 PM with the program starting around 8:15 PM. We will discuss the railroad show to be held in Urbana in April. We have new items to sell and as soon as warmer

Continued on Page 7



Amtrak and Illinois - Agreement for In-State Service

SPRINGFIELD, Ill.-- Amtrak and representatives of the Illinois Department of Transportation (IDOT) have reached agreement on a three-year plan to continue daily state-supported passenger rail service on three corridors radiating from Chicago. Under the plan, subject to legislative appropriation, Amtrak will continue to operate rail passenger service from Chicago to St. Louis, Carbondale and Quincy, Ill.

Amtrak has been working very aggressively to enhance service levels, improve productivity and develop a pricing structure that is affordable to Illinois and other states. Amtrak has been Illinois's business partner in operating state-supported trains for more than 25 years. In November, Amtrak submitted to the IDOT an innovative, multi-year package to provide daily service on the *State House*, *Illini* and *Illinois Zephyr* routes.

"We are very pleased with Illinois's decision," said Mark S. Cane, President, Amtrak Intercity. "We have worked very hard to keep this business for Amtrak and we are making performance guarantees that will benefit all our customers."

Specifically, Amtrak is promising to pay financial penalties if individual instances of departures from origin points are more than 30 minutes late and if departures

from points of origin are less than 99 percent on time annually.

Also, Amtrak will operate the trains within the service

parameters outlined by IDOT including trip times, scheduling and minimum seating capacity on each train. Food service will also be provided on the three services.

"The partnership between Amtrak and Illinois has been strengthened by an agreement which challenges both parties by properly placing incentives and raising performance standards," Cane said.

Under the plan, the state agrees to pay to Amtrak \$7.0 million in 1997-98, \$7.55 million in 1998-99 and \$7.95 million in 1999-2000.

"As we did in Fiscal Year 1997, we will be providing the service at a fixed price, with Amtrak bearing the full business risk and having the incentive to provide the best service at the lowest cost," Cane added. "Our customers can now be assured of continued service through the end of the decade, giving us a chance to build ridership and forming a basis for our plans to increase short and medium-distance service in the corridors radiating from Chicago."

"We are very pleased with Illinois's decision,"

Schedules are largely unchanged along the routes of the *Illinois Zephyr* (Trains #346, 347 & 348) and the *State House* (Trains #300 & 305), with daily trains northbound/eastbound in the mornings and southbound/westbound trains in the late afternoon. The southbound *Illini* (Train #391) from Chicago will continue to originate in the late afternoon/evening. Plans are to originate the northbound *Illini* (Train #392) from Carbondale and Champaign, following the same successful pattern of the *Illinois Zephyr* and the *State House* and allowing for an afternoon of shopping or business in Chicago and a return downstate in the evening.

Amtrak brings unique advantages to Illinois and other states as an operator of passenger rail service. Among the Amtrak advantages are: a strong national network of short, medium and long-distance connecting trains; expert employees; lengthy market experience; contractual relationships with freight railroads; a national reservations system, a marketing and sales network; and new equipment and facilities.

Amtrak Intercity operates passenger rail service throughout much of the United States, including Midwest corridor trains for the Chicago, Detroit, Milwaukee, Kansas City and St. Louis markets as

well as most other Amtrak long-distance services. Headquartered in Chicago, Amtrak Intercity employs nearly 6,000 people in 39 states and is one of three Amtrak strategic business units.

Amtrak News Release, Jan 14, 1997 via Amtrak Home Page

Conrail to Sell Lines in South Jersey

PHILADELPHIA, January 13, 1997-- Conrail today announced that, following a thorough analysis of three separate bids, it has chosen to negotiate exclusively with Railroad Development Corporation of Pittsburgh to transfer ownership and freight operating rights of about 185 miles of rail lines in southern New Jersey.

While the proposed transaction is subject to further due diligence on the part of Railroad Development Corporation, Conrail anticipates completing this transaction before the end of the first quarter of this year.

Under the terms of the proposed transaction, Railroad Development Corporation would obtain rail freight routes serving the following corridors: Trenton-Bordentown; Windsor-Bordentown; Bordentown-Pennsauken-Camden; Pennsauken-Moorestown-Mount Holly; Camden-Winslow Junction-Tuckahoe-Beesley's Point; Camden-Woodbury; Woodbury-Swedesboro; and Woodbury-Vineland-Millville.

The sale will include part of Conrail's Pavonia Yard in Camden.

Conrail would continue to own and serve customers located along the Penns Grove Secondary Line, between Woodbury and Deepwater, and control dispatching of trains over other lines needed to reach the Penns Grove Secondary.

The South Jersey lines are among those



Conrail announced in January 1996 would be part of a program to sell approximately 1,800 miles of light-density rail lines across its 12-state system in an effort to expand its partnerships with short line and regional operators, who have demonstrated the ability to enhance customer service by being more focused on the day-to-day requirements of customers on these lines. While Conrail will no longer be the provider of local service, Conrail remains vitally important to these customers by transporting their products throughout the country.

Terms of the proposed transaction will be subject to negotiation and approval by the Conrail Board of Directors. Railroad Development Corporation (RDC) is a Pittsburgh-based railway investment and management company with operations in the United States and Argentina. RDC operates and owns with partners the Iowa Interstate Railroad, a 600-mile regional carrier operating between Chicago and Omaha. RDC is also the designated operator and a shareholder in two railway concessions in Argentina, the Buenos Aires al Pacifico and the Ferrocarril Mesopotamico General Urquiza, which connect the Mercosur Common Market countries and total 5,000 route miles.

Via Conrail's Home Page

NRHS Fall Board of Directors Meeting

The Society's Board of Directors met on Sunday, November 10, 1996 in Huntington, West Virginia. The Coils P. Huntington Chapter hosted the meeting and provided a weekend of activities including a banquet whose guest speaker was Colls P. Huntington - or, rather, an actor portraying the 19th century railroad magnate. A preliminary count showed 77 voting directors present at the meeting with a total attendance of 99. Here is a summary of some of the business that took place.

Elections and Appointments: All seven incumbent officers - Chairman, President, Senior Vice President, Vice President, Vice President-Public Relations,

NS Coal Terminal Earns International Quality Registration

ROANOKE, VA, Jan 15, 1997—Norfolk Southern's Wheelersburg Terminal near Portsmouth, Ohio, has earned registration for its quality system of storing, transloading and blending coal. It is the first NS facility to achieve registration based on standards established by the International

Organization for Standardization, said Bill Fox, Vice President-Coal Marketing. "In response to the needs of our integrated steel manufacturing customers, our 30 employees at Wheelersburg began working last April to earn ISO 9002 registration," Fox said. "A comprehensive review of operations resulted in significant improvements that will further enhance the value of the terminal's services.

"These efforts paid off in late 1996 when NS received a certificate of registration

from an accredited ISO registrar," he continued. "The Wheelersburg Terminal is certified as having in place until the end of this century a system which protects the integrity of metallurgical and steam coal during storage, blending and delivery."

Norfolk Southern acquired the 382-acre terminal in 1990 from Island Creek Coal Co., a subsidiary of Occidental Petroleum. The Wheelersburg Terminal has a storage capacity of 750,000 net tons. It handled 3.5 million tons in 1995 and 4.4 million tons in 1996. Coal is delivered to the terminal by rail and then stored and blended according to customer specifications. About 70 percent of the coal departs by barge on the Ohio River and the remaining 30 percent on Norfolk Southern's rail system.

Norfolk Southern Corporation, <http://www.nscorp.com/>

Secretary, Treasurer - were reelected for 1997. Clement C. Heilen was elected Sunshine Region Vice President to succeed the retiring Robert M. Bader; the other 15 Regional Vice Presidents were reelected. President Greg Molloy appointed Dr. Willis A. Cude as Director of Chapter Development and Edward D. Thornton as Associate Director of Chapter Development. All other staff members were reappointed.

President's Report:

President Molloy explained that during 1996 we have had to concentrate on dealing with the loss of Allan Vaughn and with the Membership Records situation. Despite these problems, we have maintained our services to members, have

expanded the Railway Heritage Grants program, and have seen a significant increase in financial contributions. We are now ready to return to the "expansion mode" and move forward again.

Membership Records processing has now been fully converted to an in-house system. Dues renewal packages will be sent to chapters in the next few weeks. Total paid membership as of November 7, 1996 was 19,675.

The 1997 Budget was passed overwhelmingly.

The additional income from the \$3 dues increase passed in June allows for a balanced budget while maintaining the same levels of service, including six issues of the Bulletin.

The Perryville Chapter in Perryville, Maryland was granted a charter bringing the total to a record 174 chapters.

The Railway Heritage Grant program will benefit from a special donation of nearly \$10,000. Terms and closing date will be announced in the *NRHS NEWS*; application forms will be available from the National Office.

The Fundraising appeal in Bulletin No.4 has been successful, with over \$3,000 raised so far. President Molloy noted that if each NRHS member were to contribute \$7, the approximate cost of a roll of Kodachrome film, we would receive over \$114,000, more than enough to have funded all the 1996 grant requests.

In Convention news:

- Charlotte presented a check in the amount of \$4,000 for its initial share of the convention surplus.

- Salt Lake City is still finalizing details. The schedule and pre-registration will be mailed in the Bulletin No. 5/6

- Syracuse (July 8-12, 1998) is in the planning stage as is the Sacramento convention in 1999.

The Perryville Chapter in Perryville, Maryland was granted a charter bringing the total to a record 174 chapters. The Central New York Chapter and the Midwest Chapter were awarded the 50th Anniversary commemorative certificate as were the New Orleans Chapter and Tampa Bay Chapter for 25 years.

CN Opens Illinois Intermodal Terminal

MONTREAL, December 2, 1996 - CN's \$20 million Gateway Intermodal Terminal began operation early today when CN's first intermodal train from Halifax arrived at the new facility in Harvey, IL, south of Chicago. The train's arrival after a 1,600-mile journey from the Nova Scotia seaport signaled the start of CN's ability to offer expanded intermodal operations in the Chicago area.

"Our new Gateway Intermodal Terminal is both well-situated and well-equipped

to meet the needs of North American intermodal carriers," says S. Craig Littzen, CN Vice-President, Intermodal and Automotive. "Together with our St. Clair Tunnel and every other element in our customer service strategy, we are positioned to offer our customers streamlined service for their intermodal traffic, whatever the final destination."

CN's intermodal business has grown more than 22 percent since May 1995 when the railroad opened its \$200 million St. Clair Tunnel between Sarnia, Ontario and Port Huron, Michigan.

Crowded conditions at its Railport Terminal located near Chicago's Midway Airport left CN with limited capacity in spite of increasing customer demand.

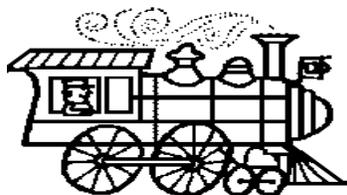
CN Gateway Intermodal Terminal offers easy access to other major rail networks, as well as proximity to Interstates 294, 94, 80, 57, and Illinois 1. That accessibility is complemented by 16-hour, six-day-a-week operations, plus three front-lift mobile cranes, and a high-speed overhead crane with a self-steering guidance system.



The Gateway Intermodal Terminal can handle nearly a quarter of a million lifts per year. It also can store 2,065 containers and 1,100 trailers. The terminal also has two 7,200-foot loading tracks that can handle doublestack trains 1.3 miles long.

CN Intermodal serves all of Canada, including the key ports of Vancouver, Montreal and Halifax; as well as the U.S. Great Lakes region including Chicago and Detroit, with connections to all points in North America. CN is Canada's largest and North America's sixth largest railway, based on 1995 operating revenues of CDN\$4.1 billion.

Via CN News - CN Home Page



Wheel Report

CSX has closed the round-the-clock operator positions at the West Hump yard office in Cumberland, Maryland. These positions had been created when Mexico Tower, located at the east end of the yard, was closed in July. On the way to the Lancaster Convention Randy and Rick got shots of the Mexico Tower and the Viaduct Junction Tower located at the west end of the yard (north side of downtown). Viaduct Junction Tower will close this spring and all control will be handled by the Jacksonville dispatcher. Another set of towers bite the dust and one dispatcher becomes more overworked and more trains wait.

NEW FENCE If you read *Trains* or *Railroad/Railfan*, you may have noticed that the area of Houlihan's Curve on the BNSF west of Chillicothe, Illinois has been placed off limits. Back when the Santa Fe ran the steam excursion for employees about 100 of us fans gathered in the 100 foot square area to catch the train on the curve. A wire fence was the boundary line between the owners "protected" property and the area where railfans could stand.

No more! The site now has a six-foot chainlink fence in place. It seems that some railfans had stopped at the site and were throwing their garbage on the property. When asked to pick up the debris by the owner they insulted her with vulgar language. As they left they turned around the driveway and threw rocks with the tires. Result - a fence to keep all of us out. As *Trains* pointed out, the ugly minority struck again and we suffer.

If you have a favorite spot on private property be responsible and keep the area clean. Be considerate of the owner. If you have seen a copy of the NS 1997 calendar you might notice the shot of the train coming past the cafe featured in the

movie *Fried Green Tomatoes*. The photo was taken by John Marbury, a friend of your editor. John ask permission from the elevator owner to climb up the elevator for the photo. He refused and after much discussion John finally got his shot. As a reward, John personally delivered a copy of the calendar to the elevator owner. Will he be welcome back - probably.

MORE SD70'S - CSX has ordered more locomotives from EMD. The recent order is for 25 SD70MAC's to be delivered in mid- 1997. They will be numbered 700-724. Over the last few years GE has been the major source of motive power for CSX. However, some of the new units have been having problems and apparently CSX wants to keep the options open with the other major builder. It has also been reported that the IC will take delivery on additional SD-70's this year. They will come later and assume they will be numbered in the same 1000 series.

Galesburg Railroad Days 1997 *its Official!*

At the regular monthly meeting of the Galesburg Railroad Days Wednesday January 15th, it was officially announced what the prime attractions will be at this years Festival.

Plans are to have FOUR major items of classic railroad motive power on display at the Seminary Street station in Galesburg, Illinois Saturday June 28th and Sunday June 29th. The items are:

From the National Museum of Transportation in St Louis: Frisco 1522

From the Illinois Railroad Museum in Union, Illinois: C B & Q E/5 diesel and the Nebraska Zephyr trainset.

From the Minneapolis/St Paul area: Milwaukee Road 261.

From the BNSF Railroad: F Units # 1 & 2 and the BNSF executive train.

Normally, the Galesburg Railroad Days

Festival features the BNSF F units and their train and one other major piece of historic railroad motive power. However since this marks the 20th anniversary of the Festival, organizers thought something extra was called for.

Having so much equipment in one place at one time will require the replacement of several hundred feet of trackage in the depot area that was removed by the railroad a few years ago.

At his time there are **NO** plans to utilize the equipment in any kind of public excursion or fantrip.

Do remember however, the tracks belong to the **BNSF** and **THEY ALONE** have complete power over what happens or doesn't happen on company property.

The people who make up the Railroad Days Committee are unpaid volunteers who meet once a month and MAY or MAY NOT have any knowledge of or interest in "trains." Some members of the committee are railfans, retired railroaders etc, but others are interested in the Community Art Center, Little Theatre, Historical Society, Road Running Club and various other organizations who sponsor attractions that make up the overall Festival.



This year for the first time the Committee has agreed to invest a small part of the advertising budget in railroad oriented fan magazines. Trains, Railroad/Railfan etc. Just getting

this committment was a three year struggle!

Those of you who have attended Galesburg Railroad Days in the past know that this Festival is somewhat different in that we do not charge any admission. Visitors are encouraged to buy a badge for a modest sum, but most of the attractions are free of charge and those who do ask an admission are charitable in nature. ie. All gate receipts of the Train Show go to the general endowment of the Carl Sandburg College Scholarship

Foundation.

Dick Tinder is once again going to operate a Galesburg Railroad Days web site. The URL has changed from last year.

The new address is <http://www.simpson.edu/~rrdays/>

(Ed: For those of you on Internet check out the DJC Home page and then go to the Galesburg Railroad Days web site)

Via Harry M. Grossman, Director, Carl Sandburg College, Galesburg Railroad Days Train Show, harryg@galesburg.net

Prairienet Statistics - Chapter Home Page

From Doug Nipper

From Sep 24, 1996:07:30 to Jan 12, 1997:11:30 the total hits on the Prairienet server were 10426170. Listed below are the access counts and pages for "/djcnrhs/*.htm":

| | |
|-----|-------------------------|
| 211 | /djcnrhs/links.html |
| 196 | /djcnrhs/museum.html |
| 87 | /djcnrhs/homepage.html |
| 80 | /djcnrhs/caboose.html |
| 61 | /djcnrhs/photo.html |
| 45 | /djcnrhs/layout.html |
| 44 | /djcnrhs/membersh.html |
| 22 | /djcnrhs/index.html |
| 21 | /djcnrhs/slideshow.html |
| 17 | /djcnrhs/index.htm |

Sum of accesses of pages containing "/djcnrhs/*.htm" is 808. The chapter page has a good listing of known pages of other NRHS chapters. If anyone has located other railroad related pages let us know - we will add good pages to ours.

While you are checking out our page take a look at the other chapters we have listed. One of the best is the Washington DC Chapter. They have exterior and

interior shots of their private pullman car, Dover Harbor. It is worth a look. Other chapter pages range from similar to our page down to just text. (Editor: I must say that our page, thanks to Doug, ranks in the top of the group).

Conrail, CSX and Norfolk Southern

The battle goes on....

As I'm sure you know, the battle for Conrail is still raging. Unless you haven't watched the news or read a newspaper, you know that the stockholders turned down the attempt by CSX to purchase an additional 20% of Conrail stock.

On January 17 a majority of the stockholders voted to reject the CSX/Conrail deal. As a result, Norfolk Southern made their offer to purchase 9.9% of Conrail at \$115 per share. Most large shareholders (investment and pension companies) voted against the merger as they had to gain the most dollars for their investors.

The day of the vote, within hours of the known defeat, Conrail and NS had the news out via E-mail to all subscribers to their system. Each was blaming the other for the turn of events. Conrail and CSX said that NS was not telling the true facts. NS said that Conrail and CSX were not letting stockholders know the facts. For now NS has won the first round. Both Conrail and CSX stated they would continue plans to merge and call for another vote in the future. That date was not set.

On January 21 Norfolk Southern sent the following letter to CSX and Conrail urging them to sit down and talk about the future of the eastern rail system:

NORFOLK, VA — Norfolk Southern Corporation released the following letter sent today by David R. Goode, Chairman, President and Chief Executive Officer of Norfolk Southern, to David M. LeVan, and John W. Snow, Chairman,

President and Chief Executive Officer, respectively, of Conrail Inc. and CSX Corporation:

“Dear David and John:

“The Conrail shareholders’ vote last Friday places a responsibility on us to work out a rail structure in the East that will be in the long-term interests of all constituencies served by our companies. I believe that this can be accomplished if we sit down and try.

“I believe that we can achieve balanced competition in the East with the greatest continuity in existing operations by combining Norfolk Southern and Conrail and providing to a competitor such as CSX its own routes into the Northeast/Mid-Atlantic region from the West and South, so that the result is competing networks of equivalent scope, scale and market access.

Dear David and John:

“You have a different, but perhaps not irreconcilable, vision of the 21st century railroad map. Accordingly, we are prepared to enter into discussions with no preconditions other than recognition of our pledge to the Conrail shareholders that Norfolk Southern will only enter into an agreement with Conrail or CSX that gives to Conrail shareholders an all cash offer of \$115 per share.

“I look forward to your reply. Your initiative and our determination are hallmarks of great companies capable of finding a public interest resolution of their differences.

*Sincerely,
David*

(signature)”

On January 22, John and David replied in a similar manner, stating they had the public's best interest in hand and they were willing to discuss all options with no preconditions. This followed a statement by Chairwoman Morgan, chairperson of the Surface Transportation Board stating that the board wanted to see the three railroads come to an agreement and also stating that no one single railroad

would control the eastern part of the United States.

About two years ago, when word leaked out that NS and Conrail were talking merger, CSX stated that NS would not get Conrail without a fight and they would see to it that CSX would get part of the system. Seems like the shoe is on the other foot now.

We do not plan to cover the merger much in this newsletter except to keep you posted. The other news media will keep you better informed than we can and we want to devote our space to variety of rail news for you to read.

Editor

Amtrak

Amtrak has announced that they will begin issuing space on a single train linking Washington with Los Angeles around the end of January. In October the railroad began through-routing of equipment from the Southwest Chief to the Capitol Limited. The system is beginning to work and now Amtrak is ready for the next step, through passenger moves.

If you read the latest issue of the NRHS Bulletin, you will remember that this idea was approached by Robert Young of the C&O. He complained that a pig could go through Chicago in a stock car but a passenger could not. It looks like his idea will finally come true.

Amtrak is taking 25 of the 10-6 sleepers to Beech Grove for modifications as crew dorms/smoking lounges. To date there are 49 out of 50 Viewliner sleepers delivered to the railroad. The Superliner II deliveries are almost complete with coach 34139 delivered during November. Three of the Superliner I cars have been converted to contain smoking lounges and are numbered 31501, 31525 and 31535. A program is in process to rebuild 40 Heritage coaches into baggage cars and they are due for completion in January. The cars are in the 1701 to 1740 number series.

The railroad has plans to expand this part of the business. Reports indicate that

Union Pacific News

On January 13 the Union Pacific experienced derailments in Colorado and west of Cheyenne, Wyoming. Amtrak 25-13 derailed 2 units and 9 cars with seven passengers having minor injuries. In Haswell, CO a broken rail derailed 14 coal hopper cars closing the line for about 24 hours. A grain train derailed in Kelso, CA on the 12th and by the 13th a shoo-fly was routing the backlog of trains around the accident.

As you have read, the west and northwest has been hit hard by rain and snow. The Valley Subdivision has been closed almost 2 weeks (Jan 1-13) and the repair of flood damage allowed the line to reopen on the 14th. In the northern part of the territory the extreme cold has cut back on the length of freight trains. Freezing rain in Texas and other southern states caused outages in the communications area.

The cost of repairing flood damage on the Canyon Subdivision in California's Feather River Canyon has been estimated at \$30 to \$35 million. Union Pacific moved repair forces into the area the week of January 20 to begin repair work. It is expected that repairs will take about six weeks to complete before traffic can once again move over this scenic route.



Competitor BNSF has placed four rotary snow plows into service in the northwest. On the 13 the Union Pacific sent an additional plow from Cheyenne, along with crew, to help BNSF clear their lines. The railfans should be out in force getting shots of these plows in service, providing that is, if they can get through the drifts themselves. The northern plains has had snow heavier than anytime in the past 50 years and the railroads are having as much trouble keeping lines open as are the highway departments.

The Chicago Commuter Service (ex-CNW) had a record setting year in 1996 with an on-time performance of 98.02%. This was better than all other Metra lines. Operating 53,310 trains during the year, Chicago Commuter carried more than 24 million passengers, which accounts for about 40 percent of Metra's ridership. Nine years ago trains operated only 93.53 percent on time.

Via the UP Homepage - Updates -

the railroad will lease some 250 boxcars for expanded service. Most are ex-SP cars and will receive new trucks that will allow them to operate at passenger train speeds. They will not have train lines or signal lines and will operate at the end of the train (this could affect private car movements if they need head end power). With the increase in business the train length will increase, the train will require additional motive power and the private car owner may suffer. Already the Chicago to New York Three Rivers is carrying a RoadRailer on the rear end. This may occur on other trains in the future.

Amtrak has placed a firm order for 12 "American Flyer" high-speed trainsets, with an option for six more, to enter

Boston-Washington service in late 1999. Edward J. Lombardi, Amtrak's director of performance & tests, presented an update on this ambitious program at the December 13 meeting of Philadelphia Chapter NRHS. To be built by the consortium of Bombardier/GEC Alstom and using considerable technology from France's TGV trains, an American Flyer set will consist of six cars and a rakish-looking electric locomotive on each end. The cars will be equipped with tilt bodies for passenger comfort on curves and "crush zones" for maximum safety, but no steerable trucks. Maximum speeds will be 135 mph on the New York-Washington Corridor (running time of two hours and 45 minutes) and 150 mph over the newly-electrified line between Boston and New Haven (Boston-New

York running time three hours). The luxuriously-appointed trains will be assigned exclusively to premium-fare Metroliner service, with older Amfleet equipment being shifted into NortheastDirect operations. It has been suggested that a new name for the high-speed service be adopted, possibly through a region-wide contest. To illustrate what the new trains will look like, Amtrak has issued a colorful brochure.

Most via Philadelphia Chapter Cinders

Next Meeting - Continued

weather arrives we have a collection of magazines that must be catalogued. Remaining magazines will be sold at the show.

This month's program will feature the trip to Pennsylvania by Rick Schroeder and Bob Gallippi. If you read last month's issue you will want to see the slide show.

Each Sunday Bob and Rick are working at Rossville (if the weather is decent). Work continues this year on the "city" portion with track placed in service and new buildings under construction. Come up some Sunday and join the fun. Dress warm, sometimes it takes a while to get the heat up in the building.

UP's Statement on Steam in '97:

The following statement appeared in the January 1997 issue of *TRAINS*, Page 21

When the Pacific Limited Group announced in early October that it would sponsor no excursions with Union Pacific equipment in 1997, caution flags were raised. Does this mean no UP public trips? No, but undoubtedly there will be fewer trips. "Pacific Limited excursions on the Union Pacific in 1998 and beyond will depend on UP's policy at that time and on costs," said PLG's Hal Lewis.

"We are reviewing our costs of operating

excursions to ensure that those costs are covered," said John Bromley, UP's Director of Public Affairs. This will result in higher prices to charter trips and, of course, higher ticket prices. "Our costs are increasing," Bromley continued. "A key factor is deadheading. Our cars are based in Omaha and our locomotives in Cheyenne, Wyoming, so there's 510 miles right there (to get the components together)."

There have been no decisions by Union Pacific not to run trips," Bromley emphasized, "but because of higher costs, we envision that steam activity in 1997 will be very light. (UP) is working on ways to increase 'combined usage' of the equipment, possibly tying in movements for company specials, such as Operations Lifesaver trips, with public excursions," Bromley said.

Salt Lake City based Pacific Limited is a consortium of four volunteer historical groups who in 1991 sponsored a nine day UP public trip to get the excursion train to the July 1992 NRHS Convention in San Jose, Calif. Members of the PLO are Central Coast Ch. NRHS, of San Jose; Feather River Rail Society of Portola, Calif, Promontory Ch. NRHS of Salt Lake City, and the Union Pacific Historical Society. Since 1992, PLO has sponsored many UP public trips systemwide.

Via Dayton Ties and Tracks

Amtrak Would Collapse under Clinton Budget

"When it comes to Amtrak, the nation's intercity rail passenger network, the Clinton Administration is all talk and no action," said Ross B. Capon, Executive Director of the National Association of Railroad Passengers. "Administration officials often say Amtrak's operating grants should end by 2002. But President Clinton's 1998 budget lacks the most crucial tool Amtrak must have to attain

Continued on Page 9.....

Donations

This year we have seen a tremendous increase in donations to the Danville Junction Chapter. The following members have sent a check for an amount above the \$29 for dues and indicated that they wish to donate to the organization. So far \$274 has been donated to the chapter and \$50 to the NRHS.

We want to thank all of you that have donated and especially Richard and Cindy Hall for their generous donation.

Tom Holmberg
Larry Prosser
Allen Cooke
Bill Darner
Steve Golseth
Jesse Bennett
Doug Butzow
Richard & Cynthia Hall
Mike Pfeiffer
R. Lehnen
Brian Higgins
Charles Mcmillian
Andrew Koval
Randy Rippy
Louis O'Brien

ITC TRACTION MAPS AVAILABLE - Once again, the detailed maps of the Illinois Terminal System are available. In four volumes the maps, in 11x8 1/2 inch format, cover the entire system. If you have seen some of these maps you have been truly amazed at the detail that Mr George Fehl did many years ago. Mr. Fehl walked, sketched and re-walked the entire electrified trackage of the railroad. The detail even includes each pole supporting the overhead.

The volumes are available at \$50 each. Volume I is Springfield to Decatur, to Champaign, Danville and the branches. Volume II is Decatur to Bloomington, to Peoria, Lincoln and back to Springfield; Volume III is St. Louis trackage, to

Springfield and city trackage. Volume IV covers Alton to Granite City, E. St. Louis, branches including the rest of the system. They are available from Don Sarno, Box 321, Chesterfield, MO 63006 - 0321. If you order all four volumes deduct 10%. If you like the ITC these are a must.

UNION PACIFIC has sold the former CNW line, the Escanaba Subdivision, to the Wisconsin Central Transportation Company effective 12:01 AM, January 28, 1997. The WC's Sault Ste. Marie Bridge Company purchased 220 miles of trackage in Michigan and Wisconsin and will rename the line "Duck Creek North".

What's In It For Me?

Not too many years ago, whenever someone joined an organization or participated in some sort of activity, it was not a matter of what they could get out of it, but what they could contribute to it. In talking with some of the founding members of the NRHS, I find that "What can I do for the organization?" was utmost in their minds. (Incidentally, almost to a man, the founding members of our organization were teenagers or in their early twenties. Former Chairman of the Board of the NRHS, Leon Franks, was the "old man" at the age of 35.

Many of these same founders of the NRHS and members who joined after them, along with several thousand other countrymen, went off to war in 1941-1945 without asking, "What's in it for me?" They went with the attitude of "What can I do for the cause?" And, many paid the supreme sacrifice in doing so. Remember what one of the former presidents of the U.S. said? "Ask not what your country can do for you, but what you can do for your country!"

Somehow, for whatever reason, in the late 1990's we have forgotten the attitude of serving for the betterment of whatever we're involved with and taken on the attitude of "What's in it for me?" It's an attitude of society in general. Unfortunately, it rubs off on the NRHS, as well.

Almost weekly, by way of the mail or over the telephone, I am accosted with "What's in it for me? What do I get for belonging to the NRHS?" My answer is always the same: You get out of it what you put into it! It's the same as life, we get out of it what we put into it. If we give nothing, that is exactly what we get in return. However, if we give unselfishly, with no thought of a reward for our efforts, we will reap the reward of "satisfaction" - a satisfaction that our world or the NRHS is a little better because we contributed our share to its success.

That's **What in it for Me!**

Via NRHS News

1997 Dues

We have had a very good renewal rate for 1997. However, this month we are sending a second renewal notice for 1997 dues.

The NRHS renewal form is a two-part form plus it includes your 1997 membership card. Remove the top portion and return to Allen Cooke with your check for \$29. Donations to the chapter, and /or the NRHS, are appreciated. For museum members please return the form with your check. Remember, all 1997 dues are due by the end of March. The last issue of the newsletter you will receive will be the March issue, unless you have paid your dues. We look forward to having you as a member again in 1997.

Amtrak from Page 8

operational self-sufficiency — a dedicated source of capital funding.”

“Congress now must set things right,” Capon added. “Recognizing the high costs Amtrak’s demise would impose on the nation in terms of more spending on transportation alternatives, Congress must create dedicated capital funding for Amtrak (such as from one half-cent of the existing federal gasoline tax), provide enough resources for Amtrak to survive fiscal 1998, enact legislative reforms aimed at Amtrak efficiency and allow states to invest some of their federal transportation funds on intercity

passenger rail as part of ISTEA renewal. For passenger rail to survive, Congress must provide the leadership that the Administration has not.”

President Clinton’s Fiscal 1998 budget includes \$767 million for Amtrak, \$75 million (9%) below current funding and apparently much further below the request Amtrak plans to submit next week. The President’s budget fails in two important respects:

Capital Investment: Whereas the half cent would provide \$750 million, the Administration request is for \$423 million — \$200 million each for the Northeast Corridor and the nationwide system, plus \$23 million for continuing the New York City station project.

The \$200 million proposed for the Northeast Corridor is far below what is needed to start high-speed service on schedule in 1999. The failure to do that would have nationwide implications. Federal Railroad Administrator Jolene Molitoris said at the National Press Club January 22 that the planned Northeast high-speed service “is the economic engine” that will make a profit and help save Amtrak. At the Clinton level, however, electrification to Boston would not be complete and the “economic engine” would not exist.

More generally, a stingy capital budget lets Amtrak do very little to improve its economic performance, since so much is needed to comply with the Americans with Disabilities Act, Food and Drug Administration regulations, and environmental mandates and paying principle on the loans used to acquire much of the new rolling stock Amtrak now operates.

Operations: Amtrak’s operating loss for October-December was 13% below (better than) the two-years’ ear-

lier quarter, thanks to retiring older equipment, a corporate restructuring that reduced the payroll by 2,000 people, aggressive fares increases (sometimes too aggressive), and increased funding from states.

However, because Amtrak’s system already is so skeletal, the Administration’s proposed \$202 million — a 9% reduction, even though Amtrak is expected to request an increase — leaves Amtrak two choices, both likely fatal:

- 1) Lop off even more of the system, so that in fiscal 1997 and 1998 together, all service will have ended to Texas, Arkansas, Louisiana, Mississippi, Alabama, Tennessee, Kentucky and Wyoming. This would strand thousands of passengers — and cause a political backlash that would doom any consensus for federal funding for the remaining system — even the corridors and high-speed programs so valued by the Administration.
- 2) Run the system intact until all funding runs out, provoking a crisis.

Neither option serves the public interest. NARP urges President Clinton to work with the Congress toward a reasonable solution that preserves all existing routes.

Via narp@worldweb.net (NARP)

You know you're a Railfan when you're watching a movie and you say "New York? How can they be in New York when there's a UP freight going by?"

Via NRHS News

Westbound mixed deadhead at Topaz, MP 185.5 w/C40-89322, CNW SD-60 8010 and ex-CNW SD60 painted as UP 5972 8/18/96. Photo By Mike Vice

