

DANVILLE JUNCTION CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

P.O. BOX 1013

DANVILLE IL 61834-1013

“THE DANVILLE FLYER”

FIRST CLASS MAIL

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 \$15.00 for Chapter membership in addition to \$17.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn Restaurant, Gilbert Street (Illinois Route 1) and Williams Street,, next to Conrail, in Danville, Il. with lunch beginning at 1:00 PM Central Time followed by meeting and program.

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

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Coming Events

January 16, 2000

Danville, IL— Monthly chapter meeting at Pizza Inn, Gilbert and Williams Street next to CSX. Lunch at 1:00 PM and meeting after lunch.

March 25 & 26, 2000

Urbana, IL - Annual Model Railroad Show and Swap Meet, Lincoln Square Mall, downtown Urbana. Saturday 10-6 PM, Sunday 11-5 PM. Admission free.

Remember your

year 2000

dues are due.

If you have

already paid,

thank you.

Next Meeting

The next chapter meeting will be Sunday, January 16 at the Pizza Inn on the corner of Williams and Gilbert Street. The election of officers was held at the annual dinner last year and will take over at this meeting.

Discussion will involve the museum and work to be done this spring. We hope to have some word from CSX by this meeting. In addition we will discuss the upcoming train show at Urbana. The chapter received a recent donation of Lionel and American Flyer trains from the estate of former member Charlie Mumford. We will have the collection appraised and offer for sale, either at the train show or over the Internet.

The program will be presented by Doug Butzow this month. Next month member Danny Honn is planning a



program and in March Rick Schroeder will present a program on the design of the 5-mile coal line segment in Pennsylvania for Norfolk Southern.

RailAmerica Files Registration Statement in Connection With the Merger With RailTex

BOCA RATON, Fla. & SAN ANTONIO, Texas—Dec. 28, 1999—RailAmerica, Inc. (Nasdaq:RAIL) and RailTex, Inc. (Nasdaq:RTEX) today announced that RailAmerica filed a registration statement on December 27, 1999 with the Securities and Exchange Commission covering shares of RailAmerica common stock to be issued in connection with the merger of RailTex with a wholly-owned subsidiary of RailAmerica. The registration statement contains a joint proxy statement/prospectus to be used in connection with the stockholder meeting for each of RailAmerica and RailTex to be held on February 1, 2000.

All RailAmerica stockholders of record at the close of business on December 17, 1999 will be eligible to vote on the proposed stock issuance at a special meeting of stockholders to be held in Boca Raton, Florida. All RailTex stockholders of record at the close of business on December 17, 1999 will be eligible to vote on the proposed merger of RailTex with a subsidiary of RailAmerica at a special meeting of stockholders to be held in San Antonio, Texas. The closing of the transaction is subject to any necessary regulatory approval, including the Surface Transportation Board, and other customary closing conditions.

RailTex (www.railtex.com), operating 26 railroads over approximately 4,100 route miles, is currently North America's largest short line railroad company, with operations concentrated in the southeastern,

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BNSF, CN agree to combine railroads into North America's largest system

In a blockbuster move that would create the largest railroad system in North America, Burlington Northern Santa Fe and Canadian National on December 20 announced they would combine to form a 50,000-mile mega-system. The combination could herald the final wave of consolidation in the railroad industry, prompting the remaining major players — Union Pacific in the West, Canadian Pacific in Canada, and CSX and Norfolk Southern in the East — to seek defensive mergers. Ultimately, many observers say, there will be just two go-everywhere systems serving the U.S. and Canada.

The timing of the announcement alarmed federal regulators, shippers, and some Class 1 railroads. Investors pushed BNSF and CN stock down.

If approved by American regulators and Canadian courts, the \$19 billion BNSF-CN deal would create a railroad system stretching from the Atlantic port of Halifax, Nova Scotia, and several Gulf Coast ports to Pacific ports at Los Angeles, Seattle, and Vancouver, British Columbia. The railroads anticipate closing the deal by mid-2001.

A new Montreal-based company, North American Railways, will be created to serve as the parent company of BNSF and as a sister company to CN. BNSF shareholders will own about two-thirds of the new company. Does that mean that BNSF is acquiring CN?

“No,” Paul Tellier, CN's president and CEO, said emphatically at a Montreal press conference. “This is a combination of two very successful concerns.” Officials from both railroads stressed that this is a merger of equals, and not an American takeover of the formerly government-owned CN.

Further, the BNSF-CN combination will be unlike other recent mergers because the same people responsible for day-to-day operations of both railroads today will be responsible for the combined operations, Tellier and BNSF Chairman and CEO Robert D. Krebs stressed.

Both railroads will retain their regional focus, but North American Railways will ensure that they work as an integrated railroad. Moreover, the two current systems' images will remain, as noted by Don Phillips, a Washington Post staffer and Trains columnist, who wrote that BNSF and CN locomotives will continue to wear their current color schemes. BNSF will remain headquartered in Fort Worth, Texas, and CN, as required under Canadian law, will stay in Montreal.

Upon closing of the transaction, Krebs will become non-executive chairman of North American Railways and of CN. Tellier will become president and CEO of North American Railways, as well as CN. E. Hunter Harrison, executive vice president and chief operating officer of CN, will become COO of North American Railways as well as CN. Thomas N. Hund, BNSF's chief financial officer, will become CFO of North American Railways and of CN. Matthew K. Rose, president and chief operating officer of BNSF, will become president and CEO of BNSF.

Like when CN acquired Illinois Central, but unlike the UP-SP merger or Conrail split-up, BNSF-CN is an end-to-end merger. About 3000 jobs would be lost, mostly through attrition, during the first three years after the merger. But about 1000 jobs new jobs are expected to be created through growth over the same period, the railroads claim. Since BNSF and CN don't overlap — they share gateways at Chicago, St. Louis, Memphis, Duluth-Superior, and Vancouver — no line sales or abandonments are anticipated. No major capital improvement projects are planned, either.

Krebs said the combination would offer much broader single-line service options for shippers. A combined BNSF-CN would mean single-system moves for automotive

traffic between Ontario and the U.S. Midwest and the West Coast and Mexico; for Canadian grain moving to Gulf Coast ports; for chemical shippers from the Gulf Coast to Canada; and for forest products moving from British Columbia to California and the Southwest.

“This is truly a great network,” Krebs said at the news conference. “From Halifax to Los Angeles, we will have truck-competitive service.”

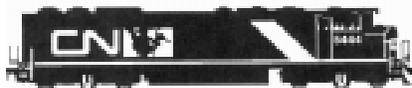
The new system would blanket all of the North American continent with the notable exceptions of the Northeast and Southeast, where NS and CSX are struggling to integrate Conrail into their systems. Tellier would not address whether gaining a foothold in the East would fill in the only missing piece of the BNSF-CN puzzle.

Fighting trucks is a driving force behind the combination, Tellier says. In 1960, he points out, railroads had about a one-third share of the transportation revenue in North America. This year, that figure stands at only 12 percent. Through dependable, on-time service, BNSF and CN hope to attract new customers to rail, Tellier says. “The potential of this is huge,” he says. The railroads are eyeing \$4 billion worth in traffic diversions from highway to rail.

The combination, which surprised many rail observers, was brought about by Krebs and Tellier. “Paul and I have known ... and respected each other for years,” Krebs said, and had discussed how to better position their respective railroads for the future.

Then, about 60 days ago, they began discussions about combining BNSF, America’s second-largest railroad, with CN, Canada’s largest. “We reached the same conclusion,” Krebs said. “The best thing for our companies and their customers was a combination of CN and BNSF.”

But railroad executives in Omaha, Calgary, and Kansas City may not agree that what’s best for BNSF and CN is best for them. Omaha-based Union Pacific, the largest American railroad, said it was evaluating



the BNSF-CN proposal. “An immediate area of concern is how this will be viewed by rail shippers who have already expressed strong reservations about further rail mergers,” UP said in a statement. “We will be meeting with our customers to solicit their views and decide what Union Pacific can do to protect their interests, particularly those in areas where competition would be adversely affected by the proposed connection.”

Calgary-based Canadian Pacific Railway says it has maintained in recent years that alliances between U.S. and Canadian railroads are necessary. But instead of pursuing outright acquisition or mergers, as CN has, CPR has chosen to forge closer ties with American railroads, including CSX, NS, and UP.

Paul Clark, CPR’s vice president of communications and public affairs, says CPR is committed to building a larger end-to-end system by seeking marketing agreements that extend the railroad’s reach. “That’s our strategy, and we are confident that it will continue to make us successful in North America,” Clark says.

The alliance approach leaves CPR in charge of its own destiny. CN’s choice of merger doesn’t leave it in the driver’s seat, Clark claims. “That leaves BNSF shareholders in charge of that new entity,” he says.

It’s too early for CPR to tell whether it will actively oppose the BNSF-CN union. First, it will have to further assess the situation and speak with customers, Clark says. CPR was a vocal opponent of the Conrail breakup until it won concessions from CSX and NS.

An analyst told the Reuters news service that CP’s business strategy was outdated in light of the CN deal. “This is an economies-of-scale thing,” said analyst Glynn Williams of Newcrest Capital Inc. “If the merger goes through, CN-BN will be almost five times bigger than CP in terms of revenue. ... The merged company will benefit from the synergies of running a big operation, and CP won’t.”

Kansas City-based Kansas City Southern, which through a marketing agreement relies on CN as the northern leg of its “NAFTA Railroad” linking Mexico, the U.S., and Canada, says the BNSF-CN combination confirms the validity of its own strategy to seek a NAFTA niche.

“We are studying closely the details of the proposed combination. KCS has a number of options. We will determine which course of action is most appropriate as this unfolds,” says KCS President and CEP Michael R. Haverty. “... Our primary focus, as always, is on working closely with BNSF and CN-IC to continue delivering top-quality transportation service for our mutual customers.” CN says it will continue to honor the KCS marketing agreement.



NS described the proposed combination of Canadian National and BNSF as “untimely.” Said NS in a statement: “Each of the major rail systems has undertaken major expansions in recent years.

Norfolk Southern has been working hard to consolidate those synergies, invest in plant for capacity and service, hone our operations, and improve margins. Another huge restructuring while the nation’s rail service is still absorbing the most recent changes would complicate these efforts. It could divert all of us, Canadian National and Burlington Northern included, from the first order of business, which is establishing good service at rates which will permit investment in the 21st century rail network.”

CSX said it was studying the BNSF-CN combination, as did the Brotherhood of Locomotive Engineers. “Railroad companies always say there will be no job losses in mega-mergers of this type, but history has taught us otherwise,” said BLE International President Edward Dubroski. “While we have yet to do so at this early stage, we look forward to meeting with leaders of BNSF and CN to protect the rights and jobs of our members.” Dubroski speculated that the merger could negatively impact railroad workers in Chicago and Memphis, the two cities where BNSF and CN operations have the most overlap.

The largest shipper group, the National Industrial Transportation League — weary from the initially rocky mergers of Burlington Northern and Santa Fe, Union Pacific and Southern Pacific, and the breakup of Conrail — expressed reservations about the BNSF-CN proposal.

Significantly, U.S. federal regulators suggested the timing of the merger wasn't good. "I am surprised by the timing of this proposal," Surface Transportation Board Chairman Linda J. Morgan said in a statement. "Railroads, together with their customers and employees, have not yet fully adjusted to recent mergers, and this proposal may represent the beginning of another round of major rail mergers. The Board will have to review carefully all of the ramifications of any such application that may be filed."

The BNSF-CN deal is the latest in a wave of consolidation to sweep the railroad industry. CN began operating Illinois Central on July 1. Conrail was split between CSX and NS on June 1. UP swallowed SP in 1996. And Burlington Northern and Santa Fe merged in 1995.

Who will be next? Stay tuned. — TRAINS On-Line, Bill Stephens, 12/22/99

Henry W. Large, former Wabash president, dies

Henry W. Large, 94, a Pennsylvania Railroad and Penn Central executive who also served as president of PRR's affiliate Wabash Railroad for a year, died December 9 at his home in Blue Bell, Pa. Except for his Wabash tenure, Large spent his entire career with the Pennsylvania Railroad and successor PC, from which he retired in 1970 as executive vice president. He began in 1928 as a clerk in PRR's passenger traffic department.

He served in various posts and at several outposts as he made his way upward, working in Camden, N.J., Washington, D.C., Wilmington, Del., Cincinnati, and Chicago, before joining the Navy during World War II. After his discharge from the

Navy, Large returned to the Pennsy, for whom he was named freight traffic manager in Detroit. He returned to Philadelphia in 1948 and became an assistant vice president in charge of traffic in 1953. A decade later, he was elected president of the Wabash, and ran it for its last year before it became part of Norfolk & Western in 1964, after which he returned to the Pennsy.

TRAINS On-Line, 12/22/99

For UP, too many engines, not enough numbers

Union Pacific, still in the midst of integrating the locomotive fleets of Chicago & North Western, Denver & Rio Grande Western, Southern Pacific, and Cotton Belt with its own, plus continuing its ambitious, decade-long locomotive-buying spree, is running out of road numbers. And no wonder. With more than 7200 locomotives on the roster and 1000-plus on order, UP is pushing the standard four-digit numbering system to the limit. So tight is the number crunch facing UP that when its 1000-unit General Motors SD70M order was announced in late 1999, the railroad had no unassigned number block large enough to accommodate even the 275 units to be delivered this year, let alone the entire order.

"Too many engines, not enough numbers" is a problem that has plagued the nation's largest railroad for years. In an effort to squeeze its ever-burgeoning fleet into the restrictive four-digit system, UP has been engaged in a juggling act that has seen some units renumbered and then re-renumbered at a dizzying pace. Some models have had their number series changed twice before the painters can even catch up with them, and in at least one instance, two UP locomotives have carried the same number at the same time — for a day or two, at least.

In anticipation of the first wave of SD70M deliveries, UP is taking drastic measures. A massive renumbering program that will see at least 3000 units assigned new road numbers — 10 times the quantity antici-

pated when the SD70M order was announced — is just part of the plan. In an unprecedented move, UP has sought to permanently solve its numbering woes with the acquisition of another reporting mark.

Adopting a five-digit numbering system would have been an easier way out, but several computer systems, including the North America-wide UMLER file, allow no more than four-digit numbers for locomotives. (The newly proposed Burlington Northern Santa Fe-Canadian National system would have to address this problem, too.) For UP, another reporting mark was the only option. Convincing the National Motor Freight Traffic Association (the agency that controls reporting marks, or "Standard Carrier Alpha Codes") to grant the request for a new mark was no easy task. Many logical choices were already in use by motor carriers, but after several months of negotiation, UP was authorized to take on a second reporting mark: UPY.

The UPY initials will be applied to nearly 700 units that tend to stay put — those assigned to yard service, which include MP15's, GP15's, SD38-2 hump engines, and slugs. All other locomotives will be UP. Like all carriers, UP is permitted to retain and use the reporting marks of railroads it has acquired. Accordingly, UP has rights not only to the initials of recently merged roads such as CNW, DRGW, MP, MKT, SP, SSW, and WP, but also to those of long-gone roads like C&EI, T&P, CGW, and M&StL. Many of these marks remain in use for freight cars, but resurrounding them for use on locomotives (instead of UPY) was deemed to be impractical.

Renumbering 3000 locomotives is a monumental task, and UP expects the program to take at least two years, not to mention an estimated 120,000 adhesive decals. Further, there's far more to renumbering a locomotive than just decals, numberboards, and paint. AEI transponder tags must be replaced with those coded with the locomotive's new reporting marks and number. On-board computer systems, microprocessor controls, event recorders, and Distributed Power computers on each locomotive must be reprogrammed

to recognize its new identity. Reporting systems and dispatching computers in the Harriman Dispatch Center must also be changed, along with many internal records and files. UP also is working diligently to prepare notifications and documentation for the many financial parties involved in ownership of the various locomotives, plus submittals to the Surface Transportation Board.

As part of the renumbering campaign, all locomotives still painted in C&NW, Rio Grande, SP, and Cotton Belt colors will be given UP reporting marks, plus the new road numbers. And, for the first time, UP will “patch” — applying to locomotives a yellow panel and a large UP shield on the nose, with yellow cab-side panels to accommodate UP initials and new road numbers, in red. Small UP shields will be affixed to the cabsides, but old lettering and logos on the units’ hoods will remain untouched, at least for the time being. Thus does UP follow in the steps of rival BNSF, in “cleanly” reidentifying necessary units. Thus a rare, remarkable, and pleasurable policy must succumb, as UP discontinues its practice through several mergers of allowing its “fallen flag” locomotives (and there are still several hundred) to continue operating in full, unaltered regalia until retired or called in for overhaul and repainting. Call it the price of progress. —

TRAINS On-Line, Greg McDonnell 12/22/99

Record Number Of Travelers - Thanksgiving Week

Before and after Thanksgiving Day, almost 20 million passengers took to the skies. Millions more traveled in their cars and traveled in buses.

Amtrak scheduled more trains, making them longer, what is normally the busiest travel period of the year.

Amtrak projects a 28 percent increase in ridership during the holiday week, said John Wolf, a spokesman for Amtrak. During a typical week, some 410,000 travelers ride Amtrak trains. The number of train

travelers during the Thanksgiving holiday will climb to 525,000, he said. “Ridership on Wednesday climbed to 94 percent from a normal Wednesday,” Wolf said.

To accommodate passengers, Amtrak added 61 trains to its scheduled departures in the Northeast and the Pacific Northwest. Together with additional passenger coaches added to trains in the Midwest, Amtrak offered 46,000 more seats than normal nationwide, Wolf said.

Future still looks dark for Amtrak - after Gov. Tommy Thompson, governor of Wisconsin and chairman of Amtrak, reported enthusiastically last month that Amtrak has brought financial viability “well within our sights.” That same day, Phyllis Scheinberg, associate director for transportation at the General Accounting Office, reported to Congress, “It will be difficult for Amtrak to successfully carry out its plan.

Thanksgiving week the year for rail travel in America finds Amtrak and its government monitor on different tracks regarding whether Amtrak is chugging along to a remarkable recovery or fast approaching extinction. Amtrak’s supporters say the railway is becoming a financially viable fast and reliable alternative to air travel. Government watchdogs say Amtrak is facing numerous obstacles to reaching self-sufficiency in time to avoid possible liquidation and a restructuring of rail service.

The Transportation Department’s inspector general citing Amtrak projections that “are at risk of not being achieved,” predicted in July that the losses will reach \$2.3 billion.

Intercity rail connections undoubtedly would survive in some form even if Amtrak failed to show it could operate without government help by 2003 as federal law requires. But an Amtrak failure could lead to tough questions about the continued prospects of a nationwide rail system that includes many money-losing routes.

Amtrak lost \$907 million in 1999, according to the GAO, the investigative arm of Congress. “Obviously we’re not a typical private corporation,” explained Ariene Friner, Amtrak’s chief financial officer.

The future isn’t all dark, as Amtrak’s growing mail and express business (“M&E”) is booming! Amtrak’s mail and express achieved \$98 million in revenue in fiscal year 1999, which ran from October 1, 1998 through September 30, 1999, an 18 percent increase over fiscal year 1998 when it earned \$83 million. M&E showed particular strength in the final two months of the fiscal year, as additional equipment has permitted the railroad to meet the growing demand for this service.

The express portion of Amtrak’s business (the time-sensitive shipments) grew by 93 percent in FY 1999, as Amtrak formed strategic alliances with railroads including BNSF and Norfolk Southern, as well as with companies such as Mark VII and with premium motor carriers such as Swift.

Amtrak’s mail business revenue, primarily the movement of periodicals for United States Postal grew by 9 percent in FY 1999 as Amtrak expanded its service offering to include more direct service to the Area Distribution Centers of USPS, which is Amtrak’s largest commercial customer.

Amtrak operates a variety of equipment to meet the full range of expedited service needed by its M&E customers, with the board of directors approving acquisition of 200 more Roadrillers and 100 new Express boxcars. These will be added to the current fleet of 456 Roadrillers and 250 boxcars. In addition, Amtrak has signed a 15-year agreement with ExpressTrak, LLC to add as many as 350 rebuilt refrigerated boxcars to ExpressTrak’s service moving perishable commodities in cars attached to regularly scheduled passenger trains.

Via Dayton Ties and Tracks.

On-Board Celebrations Planned

Amtrak Customers Whistle in the New Millennium

WASHINGTON, Dec. 29— Amtrak customers will usher in the new millennium in style with on-board celebrations. While Amtrak believes its systems are Y2K-ready, all 49 regularly scheduled trains will

stop as briefly as possible in the nearest convenient station or location just prior to midnight before resuming operations. The on-board celebrations will include complimentary food and beverages and souvenir train whistles specially crafted for the event.

“The celebrations are an example of Amtrak’s renewed commitment to delivering world-class customer service on New Year’s Eve and every day of the year,” said George Warrington, Amtrak’s president and chief executive officer. “We will work with our railroad partners to have our customers on their way as quickly as possible.”

Throughout the holiday weekend, Amtrak will double the number of staff monitoring train operations from Amtrak’s Consolidated National Operations Center in Wilmington, Del. The team will be in constant contact with train crews and with other railroads. Elsewhere, extra personnel will be working through the weekend.

Amtrak will operate its normal schedule, however, ridership will be lighter than in past years. In the Northeast Corridor where Amtrak owns the tracks, trains will be held in stations an average of 30 minutes while systems are validated. In other parts of the country where Amtrak operates over tracks owned by other railroads, trains are expected to stop in most instances between a few minutes to two hours. If the length of a delay becomes unacceptable, a contingency plan would be implemented with buses on standby.

Amtrak has contacted customers with reserved tickets, posted flyers in stations and will be giving out information to customers on board its trains. Amtrak will issue updates on its website (www.amtrak.com) for each train during the millennium rollover. Information will also be available from the corporation’s reservations centers at 1-800-USA-RAIL.

Amtrak began to address its Y2K issues more than three years ago. Throughout the country, Amtrak evaluated and tested microprocessors on its locomotives and cars and performed upgrades wherever necessary. In the Northeast Corridor, other critical components, such as the signal system, dispatching centers and track

switches have been certified Y2K-ready. In the rest of the country where Amtrak trains operate over tracks owned by other railroads, Amtrak has worked closely with them to develop the New Year’s holiday operating plan based on their Y2K-readiness. Finally, Amtrak requested those critical suppliers, such as telecommunications and utilities to certify their Y2K-readiness.

Amtrak is confident that its comprehensive Y2K-readiness plan will be able to adequately address any challenges without compromising customer comfort, convenience and safety.

Amtrak operates a 22,000-mile intercity passenger rail system, serving more than 500 communities in 45 states. Under Amtrak’s new leadership, the corporation is turning the corner to become a successful business enterprise. As part of its turnaround, Amtrak is focusing on growing public and private business partnerships, improving and guaranteeing consistency and quality of service, introducing high-speed rail in the Northeast, and developing other high-speed rail corridors nationwide.

Via Transport News 12/30/99

Amtrak Reports That All Its Trains Have Successfully Entered Into the New Millennium

WILMINGTON, Del., Jan. 1 - After stopping briefly as planned in stations at midnight, all Amtrak trains have reached or are heading to their destinations. While trains waited for Y2K to pass, customers celebrated on board with complimentary food and beverages and wooden souvenir train whistles to mark the historic occasion.

The successful transition is further proof along with the thousands of people who chose to whistle in the New Year with Amtrak that the corporation is transforming into a customer-focused travel business.

During the midnight hour, Amtrak operated 49 trains, reportedly more than the 45 planes in the skies over the U.S.

At midnight, Amtrak estimates approximately 7,000 total customers chose to take the train not only did because of the on-board celebrations, but the freedom to also sleep, read or gaze out the window as the clock struck twelve. Amtrak projects that more than 15,000 people traveled on Amtrak the entire day, which was less than in previous years and less than Amtrak’s daily average of 60,000 customers.

Via Transport News, 1/3/2000

Wheel Report

The Wisconsin Central has leased following 10 SD45s to CSXT for 30 Days starting 11-17-1999. All are on the CSXT at this time: 7504, 6556, 6584, 6631, 6599, 6614, 6625, 6656, 7637, 7510. They are “supposed” to be used in the Indy area, but I’m quite sure they will roam far and wide on the vastness of the CSXT. This is in addition to the 21 OTHER SD45s NOT on lease to CSXT that are also roaming far and wide.

New Train Service: Effective tonight, a new train will be started at FDL. Symbolized FDIC1T (FD-Fond du Lac, IC-ICRR Chicago, 1T-1st train of this date under this symbol) eastbound and ICFD1T westbound, this train will operate FDL to CC&P (ICRR) Hawthorne Yard Cicero, IL with ALL ICRR Manifest traffic. All Manifest traffic will be removed from T177/T176 and the WC (In theory) will NOT get any manifest traffic from the ICRR at Markham Yard like was done in the past. Only IM traffic (T218/T219 and CN T177/T176) will operate to Markham Yard anymore. All CN bulk unit trains from the WC to the CN/IC here in Chicago will also interchange at Hawthorne.



FDIC1T is scheduled out of FDL at 03:00 and due into Hawthorne at 13:00. ICFD1T is scheduled out of Hawthorne Yard at 01:00 and due into FDL at 11:00 the same morning.

ICFD1T is scheduled to begin operations on Tuesday 11-23 out of Hawthorne. This is a seven days a week train.

Ray Weart, 11/21/99, via Internet

Amtrak to Louisville - Effective Friday, Dec. 17 (train #850) and Saturday, Dec. 18 (train #851), the Hoosier State is extended south of Indianapolis to Jeffersonville, Indiana, (Arrow code: LJV), a stop directly across the Ohio River from Downtown Louisville. Growing express business makes this service enhancement possible.

Trains 850/851 will operate DAILY, offering reserved Superliner coach and sleeping car service. At this moment the nature of the food service on-board is still being determined; Arrow will be updated with this shortly.

Three days a week, #850/851 will run Chicago-Indianapolis as part of trains 50/51 (Cardinal), with through cars added or detached at Indianapolis. The other four days, 850/851 will run through Chicago-LJV.

The schedule: Train #850 Dp CHI 810P - Ar IND 213A, Dp 300A - Ar LJV 840A, Train #851 Dp LJV 1025P - Ar IND 305A, Dp 541A - Ar CHI 1005A

Remember Mileage Listers...the reason for this train is the RoadRailers and box-cars on the rear. Amtrak is willing - at least for now - to accept the reported 30MPH maximum speed on the Louisville and Indiana Railroad (reportedly, CSX is willing to spend some \$\$ to upgrade this ex-Pennsy route).

We wish to thank those that have donated to the chapter this year. The extra funds will be put to good use working on the museum this spring. They are Allen Cooke, William Sandusky, Brian Higgins, Edward Cooke, Steve Golseth, Andrew Koval, Doug Butzow, Jess Bennett, Danny Hohn, John Fuller, Tom Holmberg, and Mark Zeibart.

Bill Foster reports big changes on CSX coming including re-dividing the subdivisions. They include the following:

CE&D sub will be split at RB Junction. North of RB will be the Wellington subdivision and south will be the CE&D since Decatur is still part of the subdivision. The Monon subdivision will be changed to Monon subdivision north of Lafayette. South of

Lafayette it will be called the Lafayette subdivision.

Also coming in 2000, CE&D will get double track from Sullivan-Pimento and Engle-King. Clinton north will come in 2001. Within 5 years entire sub will be 50% double track. *(Editor: We have submitted a proposal to CSX for a major project in the Evansville area. This will add 6.5 miles of new double track through Evansville and provide major changes in the yard area. As of this writing it looks good to get the project, but one never knows. As part of the project CSX ask for a price to fly additional rail line north of Evansville. If we get the project our aerial company will fly the additional mileage that CSX is looking to improve and I will let you know the extent of the coverage.)*

RailAmerica, continued from page 2

midwestern and New England regions of the United States, as well as Eastern Canada and Mexico.

RailAmerica (www.railamerica.com) is a leading international transportation company that owns or has equity interests in 25 short line and regional railroads operating more than 8,400 route miles in the United States, Australia, Canada and the Republic of Chile. The Company also owns Kalyn/Siebert, L.P. and Kalyn/Siebert, Canada, Inc., specialty truck trailer manufacturers with production facilities in Gatesville, Texas and Trois-Rivieres, Quebec, Canada.

Via TransportNews 12/29/99

Railfan struck, killed by freight train in Arizona

James Craig Peterson, 52, of Cave Creek, Ariz., said to be a railfan, was struck and fatally injured in Winslow, Ariz., on November 13 by westbound Burlington Northern Santa Fe intermodal train Z-MEMRICI-11, en route from Memphis, Tenn., to Richmond, Calif. According to the Winslow Police Department, Peterson was taking a morning walk to look at the local railroad activity after an overnight stay at a nearby hotel. According to a BNSF dispatch, he was walking toward a switch engine operating on the freight lead track when he was struck by the intermodal train, traveling on one of the two mainline tracks bordering the yard. He was pronounced dead at the scene, according to Winslow Police, who are investigating the incident.

TRAINS On-Line, , 11/18/99)

(Editor: How sad this story is. How many times have we been out with a large group at a convention, or railfan gathering, and see individuals walking down the track. This is the reason the rate of death by trespassers has gone above the rate of death at grade crossings. Not just the railfan wanting the photo, most of us know not to walk down the track, but the public that does not think the train will arrive. It only takes one time and you are gone. Please, as a railfan, never walk down the track. Even when walking beside the track you should always keep looking over your shoulder to see if a train is coming. Use the Roadway Worker Rule, never get closer than 4-feet from the field side of a rail and you will not get struck.)

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