

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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Cooke Business Forms, Inc.

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Volume 29

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Number 1

Coming Events

June 19, 1997

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

Every Sat/Sun

Rossville Depot Railroad Museum - Open, noon to 4 PM each day - Free.

June 28 & 29, 1997

Galesburg, Illinois, Railroad Days featuring exhibits, swap meet and other activities. Frisco 1522 (**CANCELED**) and Milwaukee 261 on display

July 3, 1997

Monticello Railway Museum - Fireworks Train, special fare for evening trip out of downtown Monticello

July 4, 5 & 6, 1997

Haynes-Apperson Festival in Kokomo, Indiana - CP Rail G5 4-6-2 #1293 will operate each day, 4 trips a day. Call 1-800-456-1106. **SEE BELOW**

July 19 & 20, 1997

Iron Horse Festival, Logansport, IN CP Rail #1293

STEAM FOR BOTH FESTIVAL'S CANCELED BY FT. WAYNE H.S.

August 9 & 16, 1997

NRHS Operation Lifesaver at Illinois State Fair

August 16/17, 1997

Monticello Railway Museum, Caboose Trains - 7 cabooses (including DJC Wabash 2824) with first train at noon.

September 20, 1997

EMD Open House at the locomotive plant in LaGrange, IL. This is the 75th Anniversary of EMD.

Next Meeting

The next meeting will be **June 19, 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. This is the last meeting until September.**

We will discuss the site for meetings as we have moved from the downstairs room to the "conference table" at



Cooke's. Help at the museum will be discussed as will the opportunity to serve Operation Lifesaver at the State Fair. The NRHS (all Illinois's Chapters) will help at the booth this summer. The informatin is attached to this news letter - be sure to return it to Rick.

In August we will also help on the Caboose Trains at Monticello. Each year 4 or 5 of us help. We would like to get some new faces on the train. This is your opportunity to ride the train (4 trips) on a Saturday or Sunday. Contact Rick if you want to help this year.

Program at the June meeting will be presented by Rick Schroeder. Rick will have slides of the Lafayette Relocation Project, various construction projects in Ohio and NKP #587 at Monticello.

Mark Twain Zephyr Moves

The Mark Twain Zephyr has been sitting in the Joliet Arsenal for about 9 years. In early May the train moved, under power from the Union Pacific, to its new resting place in Minooka at Relco Locomotive. Attorney Ron Lorenzini has purchased the train and plans to restore the train as a rolling restaurant.

The Twain was one of nine Zephyr's built in 1934. The train logged over 3 million miles on its runs between St. Louis and Burlington, Iowa before its retirement in 1958. After retirement the train was purchased by another admirer who wanted to start a restaurant, then the train went to the Midwest threshermen's museum in Mt. Pleasant, Iowa. Finally Lorenzini purchased the train and stored it at the arsenal.

The train will be rebuilt in Relco's shops and hopefully get it back into running condition. Lorenzini has not indicated where he plans to run the train.

Via Tom Holmberg



CSXT to Build Double and Triple Track in Ohio, Indiana and Illinois

WILLARD, Ohio, May 19 (PRNewswire) - CSX Corporation today announced plans to immediately begin spending approximately \$220 million to improve and expand capacity on approximately 270 miles of its former B&O route between Greenwich, Ohio, and Chicago.

"This is one of the most ambitious U.S. rail freight development ventures in modern times," said John W. Snow, chairman and chief executive officer of CSX. "This major construction project will create a truly world class stretch of railroad with enormous economic potential not only for CSX, but also for Ohio," he said.

In a press conference today in Willard, Ohio, Snow called the project "critical to realizing the growth objectives we have for our acquisition of Conrail lines." The section of railroad being upgraded and expanded links Conrail's 'water Level Route,' which connects Cleveland and the key eastern markets of Boston, New York and Philadelphia, with the industrial heartland of America and its Chicago gateway to and from the West.

Snow said the project will result in "dramatically improved service and vastly increased capacity across the entirety of this key line, which is the most direct route from New England and Mid-Atlantic coast ports and industrial centers to the Midwest."

A.R. "Pete" Carpenter, president and CEO of CSX Transportation Inc. (CSXT), the company's rail unit, said work in Ohio, Indiana and Illinois will begin immediately and will be completed in early 1998. "The 1997 phase," he said, "will include construction of more than 70 route miles of double and triple track railroad, with an additional 40 route miles completed in 1998.

"In addition," Carpenter noted, "the project is expected to result in more

than \$6 million of local expenditures throughout Ohio for the purchase of services, materials and supplies."

Ultimately, throughout the region, more than 100 route miles of new track will be constructed and another 250 route miles of existing track will be reconstructed and upgraded or surfaced. The project will involve installation of crossovers and signaling systems that will allow reverse operation over all tracks. In addition, more than a dozen new connections will be installed to smooth traffic flows on the CSXT system and to facilitate interchange of traffic with short lines, regional carriers and other railroads serving the region.

"This is one of the most ambitious U.S. rail freight development ventures in modern times,"

Carpenter said that CSXT will be implementing an extensive public information and highway grade crossing safety campaign all

along the Ohio route. Additionally, he said the railroad will promptly begin working with state and local economic development offices, making certain they have all of the information they need to promote economic development and bring new industries to Ohio and the region.

Carpenter said Sverdrup/Civil Incorporated of St. Louis has been retained by CSXT as the general design-build contractor, and Harmon Industries, Inc., of Grain Valley, Mo., will provide the signaling services. In addition to their St. Louis and Chicago offices, Sverdrup plans to open construction offices in Defiance, Ohio, and Willard, from which it will manage the project.

CSXT, which serves more than 3,100 customers in Ohio, employs roughly 200 people at its Willard rail terminal, and approximately 2,800 statewide with an annual payroll of more than \$111 million.

CSX News Release

CSX Expands

After reading the previous story as Editor I thought I might mention a few facts about the former B&O line that will be rebuilt. I am not an authority on that section of the B&O but have followed it several times coming back from projects in Ohio.

The line is mostly double track in Ohio with single track starting at the western part of the state. In Indiana much of the line is single track until you are east of Garrett, IN. There are numerous crossings with other railroads, numerous towns on the line and the typical B&O style signals along the route. Much of the line, to this observer, is fair to good as far as track work is concerned. Grade crossings are numerous, many without signals in Ohio (this has started changing in the last few years).

Fostoria is a major bottleneck. The B&O line crosses the former C&O north-south line and former east-west NKP line. Both are busy and delays occur on each railroad. With the merger of Conrail expect NS to increase business on their route. Reports are that the Wabash through Danville will see 3 UP trains each way a day - same through Fostoria. CSX gets the CR Toledo line and will probably move some of the business to the former C&O line. With business doubled on the B&O side it is a good thing that there are numerous underpasses in Fostoria as no one will get across town.

All of this high-speed, high-capacity line is great. Wait until they get to Chicago. NS bought the former PRR line out of Ft. Wayne to solve a capacity problem. As a result the west end became the parking lot sometimes as Calumet Yard was still the bottleneck. With CSX, Riverdale is still the bottleneck - trains are held at Wellington if they cannot enter the yard 70 miles away - same will apply with trains coming from the east.

Want to see a busy location? Check out Berea Tower after the merger. All NS and CSX trains will arrive there. Should be interesting.

Rick

BNSF to Acquire 405 New Locomotives from EMD and GE

FORT WORTH, Texas, May 8, 1997— As part of The Burlington Northern and Santa Fe Railway's (BNSF) previously-announced capital spending program, agreements to acquire 405 locomotives have been reached with General Motors' Electro-Motive Division (EMD) and GE Transportation Systems (General Electric), with deliveries beginning this year. Some locomotives will be delivered on an accelerated schedule.

BNSF ordered 26 EMD SD751 locomotives to be delivered in 1997 and 105 EMD SD70MAC locomotives for delivery in 1997 and 1998. The remaining 104 EMD locomotives will be delivered in 1999 and 2000. The 170 GE DASH 9-44CW locomotives will be delivered in 1997 and 1998.

Each GE DASH 9-44CW locomotive generates 4,380 horsepower, while each EMD SD751 locomotive generates 4,300-horsepower, both using direct current (DC) traction motors. EMD SD70MAC locomotives each generate 4,000 horsepower, using alternating current (AC) traction motors. All three models have electronic brakes and either distributed power capabilities or future provisions for distributed power. The EMD locomotives have isolated cabs, self-steering radial trucks and integrated cab electronics (ICE), while the GE locomotives feature integrated functional control (IFC) electronics.

Under terms of the agreement with EMD, a contract maintenance facility will be established at the new, BNSF Los Angeles Mechanical Facility, located near the railroad's Los Angeles Intermodal Facility, east of Los Angeles, in City of Commerce, and scheduled for completion during the first quarter, 1998. Approximately 80 new jobs will be created at the EMD facility,

including 60 mechanics and five store department positions. Existing EMD maintenance facilities include Chicago, Ill. (Corwith Yard); Barstow, Calif.; Alliance, Neb.; and Glendive, Mont. The majority of DASH 9-44CW locomotives will be based at Kansas City, Kansas, and

the remaining units will be assigned to maintenance facilities based upon estimated traffic flows.

"BNSF's partnerships with EMD and GE will benefit the railroad's customers by providing

a fleet of high-horsepower, long-haul freight locomotives that will be maintained to high levels of reliability and availability for years to come," stated Carl Ice, vice president and chief mechanical officer, who negotiated the agreements with both manufacturers. "The 405 new locomotives will become part of BNSF fleet of more than 4,800 units, which is in keeping with the railroad's long-standing tradition for operating modern, powerful locomotives." *BNSF Homepage*

You know you're a railfan when you actually look forward to driving across Nebraska - on US Route 30

NS and CPR Reach Agreement to Improve Traffic Flows

May 14, 1997 - Norfolk VA — Norfolk Southern Railway Company (NS) and Canadian Pacific Railway Company (CPR) have reached an agreement that will improve the future flow of rail traffic between a number of points in Canada, New England, Pennsylvania, Michigan and Illinois.

The agreement is subject to Surface Transportation Board approval of the proposal by Norfolk Southern Corporation and CSX Corporation to

acquire Conrail, Inc. (CR).

Under the agreement, NS will obtain haulage rights over CPR's Delaware and Hudson Railway (D&H) subsidiary from Harrisburg, Pa., and Binghamton, N.Y., to Albany, N.Y. In addition, NS and CPR will shorten transit times and routes by relocating their interchange at Potomac Yard, Va., to Harrisburg, Pa., and share investment in certain track and bridge improvements on the D&H line. This arrangement will give NS a direct connection to Guilford Transportation, increasing competitive rail service to New England while improving service to Canada.



At the same time, CPR will receive haulage rights on the CR line that NS expects to operate between Detroit and Chicago, via Kalamazoo, Mich. This will give CPR a shorter, faster route for intermodal and other freight moving into the U.S. from shippers in the provinces of Quebec and Ontario. CPR will also receive trackage rights between Harrisburg, Pa., and Reading, Pa., improving service to Philadelphia.

"This agreement will contribute to our goal of defining a viable role for the D&H following the restructuring of Conrail, and we expect to explore other opportunities," said Rob Ritchie, CPR president and chief executive officer. "Service for CPR shippers will be improved both in the Northeast and the important corridor linking Central Canada and Chicago."

"Our agreement with CPR is another example of how our plan for the restructuring of Conrail will promote balanced competition in the East," said David R. Goode, NS chairman, president and chief executive officer. "It has the potential to benefit both American and Canadian shippers by offering them wider market access and by improving the speed and ease with which their freight can be moved."



Check out CPR World Wide Web Site - <http://www.cprailway.com>

Via - nspr@norfolk.inf.net (NSINFO)

Lincoln Funeral Train in Linden, Indiana

Linden, IN - The Linden Railroad Museum will display the Lincoln Funeral Train model exhibit from June 11 to September 2, 1997. The exhibit, a one-twelfth scale model, features portions of the nine-car funeral train which carried Lincoln's remains from Washington, DC to Springfield, Illinois in 1865.

The exhibit has been touring the U.S. since its creation in February 1995 by Dr. Wayne Wesolowski, chemistry professor of Illinois Benedictine University. This will be the only opportunity to see the exhibit this year in Indiana; the only other stop for Indiana was during the grand opening of the Lincoln Museum in Fort Wayne.

The exhibit will be displayed in the Linden RR Museum's Nickel Plate agent room. The museum is open Wednesday through Sunday from 1:00 p.m. to 5:00 p.m. or by appointment by calling Bob Straw at 765-3394756. Admission to the museum is \$2.00 for adults, \$1.00 for ages 13-18, \$.50 for ages 6-12, and free for children under six.

In full Civil war dress, the train creator, Dr. Wayne Wesolowski, will present a 200-slide talk on the Lincoln funeral train on June 10, 1997. The presentation will take place at 7:00 p.m. in the Detchon Center of Wabash College in Crawfordsville, Indiana with a buffet dinner starting at 6:00 p.m. Reservations are \$12.00 per person and must be made before June 2, 1997. Make checks payable to Heritage Alliance to Larry Frye, PO Box 352, Wabash College, Crawfordsville, IN 47933. Anyone purchasing a ticket for the dinner, will be welcome to attend the first

State of the Union Pacific

In the March/April, 1997 issue of Union Pacific's *INFOMAGAZINE* the company looks at how they have been performing. The results of the Competitive Comparison Survey, conducted a few months ago, have troubled President Jerry Davis.

The survey went to the top 200 companies of the UP, the top 200 companies of the SP and some other Fortune 500 companies, and some intermodal shippers.

The results, considering that the UP is the No. 1 railroad, show that the railroad is not No. 1 in the eyes of its customers. All rail carriers fell behind truckers and all fell behind Norfolk Southern.



In Overall Satisfaction, truckload carriers had 87% rating, Norfolk Southern 74%, Union Pacific 68%, BNSF 64%, CSX 60%, Conrail 60% and SP 49%.

In Transit Time Satisfaction, truckload carriers had 91% rating, Norfolk Southern 72%, Conrail 66%, BNSF 62%, CSX 61%, UP 59% and SP 41%.

In overall satisfaction, truckers ranked first on all 12 questions that made up that category. Norfolk Southern was the top-ranked railroad on 11. UP ranked highest in damage prevention and freight claims resolution, second only to trucks.

In transit time UP ranked second lowest at 59% and tied with CSX for second lowest in consistency of transportation service at 58% (SP had 38%). UP was the third lowest in the price/rate competitiveness at 59%. UP, and the other railroads, have a long way to go to catch up with the trucking industry.



If you didn't get to see NKP #587 at Monticello you missed maybe the last steam in central Illinois for some time. In this photo the engine and train are coming around the curve just east of the station on May 10. Photo by Rick Schroeder

Conrail Split-up

On April 8, Norfolk Southern and CSX Transportation filed, with the Securities and Exchange Commission, the text of the agreement between NS and CSX concerning the dividing of Conrail. The text may be found in the NS home page under the "Conrail" section and the document filed with the SEC. The document is 48 pages long and will not be listed here.

However, as Editor I thought you might like to know some of the facts concerning operation in our area.

Chicago

CSXT will use and control the IHB's Blue Island Yard and NS will not use the yard except to interchange traffic.

NS will use and control the IHB line from CP 502, Indiana Harbor to Gibson Crossing to connect to the Streator Line.

IHB dispatching will be controlled by CSX but will remain in the Chicago area.

NS rights over IHB include B&OCT trackage between Grand Trunk Tower and end of B&OCT near McCook and both NS and CSX will retain access to Gibson Yard.

CSX will be assigned CR's 59th Street Panhandle Yard.

CSX will receive interim use of CR's Park Manor, 63rd Street intermodal facility during the period of CSXT's interim haulage between Chicago and Berea. (NS will sell CSX the ex-PRR line from Hobart to Ft. Wayne).

Other agreements include how the manager of the IHB will be appointed, the arbitration for disagreements between the two railroads and other items that will maintain competitive balance in the Chicago area.

Should CSX merge with BNSF and if CSXT requests, then NS agrees to transfer the Streator line from Osborne Crossing, including dispatching control for a fair value.

Ft. Wayne, Indiana

CSXT will be assigned the NS and CR Ft. Wayne line in order to form a contiguous route between Crestline and Chicago. Mike interlocking in Ft. Wayne and Bucyrus interlocking will be controlled by NS. A line relocation project underway in Ft. Wayne will force NS and CSX to share the former CR line between Junction and Hadley. Should additional

Overland Express

"Overland Express" is Union Pacific's name for what it claims to be the fastest and most direct truck- and trailer-on-flatcar train service between Chicago and Oakland. The new service offers second-day availability from Chicago to Reno, Lathrop, Calif, and Oakland, with similar service eastbound to Chicago from all three points.

It's a result of the Southern Pacific merger into UP last September, which allowed combination of the most efficient routes of both companies, said Roland Fortner, an executive in the marketing and sales department.

"This service is designed to meet the stringent requirements of small package and less-than-truckload motor carriers, who require fast and reliable schedules to support delivery operations," Fortner said. "Such customers make up more than 80 percent of the train's volume."

The train operates over UP's Chicago-North Platte-Ogden (Utah) main line, then uses the ex-SP line over Donner Pass, a path historically known as the "Overland Route" since its completion as the first transcontinental railroad in 1869.

Via Trains News Wire - May 8, 1997

track be required both railroads will share in the construction.

CSX and NS will inspect and agree to divide CR's space in CR's Piqua yard and determine most efficient means of utilizing the physical plant in Ft. Wayne. Triple Crown will retain its current space in Piqua Yard and rights to Mike interlocking. The NS line (ex-PRR) west of Ft. Wayne will be transferred to CSX in exchange for the Streator line.

Indianapolis

NS will be assigned Hawthorne Yard and NS will have sufficient tracks for the arrival, departure and make up of trains and will have reasonable access to and from the designated tracks.

Belt Railway of Chicago - CR's 16.67%

is assigned to NS

Trailer Train - split with both so each has a 18.975% share when Conrail is merged.

Peoria and Pekin Union - CR's 25.64% will be assigned to NS

Triple Crown - Conrail's share will be assigned to NS

Lakefront Dock - CR's 50% interest is assigned to CSX.

Albany Port Railway and SL&A Railway are assigned to CSX as part of line acquisition.

EMP - The container leasing partnership that includes Conrail, NS and UP will have CR's share divided by the percentage and CSX will be made a partner.

Trackage Rights and Haulage Rights CSX Rights on NS - permanent

Osborn Crossing - Streator, IL Overhead trackage rights on Kankakee Line, Kankakee Secondary and Streator Secondary for up to a total of 8 trains a day to connect with, or with trackage of other intersection railroads. CSXT trains over the above limits are subject to negotiations between CSX and NS for CSX contribution to investment needed for additional capacity.

Interim - Berea to Chicago (63rd) Overhead haulage rights for maximum of 6 merchandise and/or intermodal trains a day, each way, until CR's Ft Wayne line is upgraded, or a maximum of three years.

NS Rights on CSXT - permanent

Muncie to Indianapolis - Overhead trackage rights on CR's Indianapolis to serve 2-to-1 shippers/shortlines in Indianapolis plus the GM metal fabrication plant.

Lafayette - Indianapolis - Overhead trackage rights on CSX from Lafayette to Crawfordsville to serve shippers, and overhead trackage rights on CR line to

Indianapolis to serve the shortlines and GM plant.

Crestline to Ft. Wayne - Overhead trackage rights on Ft. Wayne Line with 8 trains a day between Crestline and Bucyrus, 6 trains between Bucyrus and Ft. Wayne. NS will supervise the dispatching of the Ft. Wayne line until the haulage rights over the Berea to Chicago line is terminated.

Porter to Ivanhoe, IN - overhead trackage rights over CR's Porter Branch.

Facilities:

Altoona and Hollidayburg Shops - NS

Philadelphia Headquarters and Philadelphia Area Technology Center - CSX

Customer Service Center, Pittsburgh - CSX and NS

Crew Management Facility, Dearborn - CSX and NS

Signal System Repair Center, Columbus - CSX and NS

System Maintenance of Way Equipment Center, Canton - CSX and NS

We have not listed every location but the ones of interest in the area. A copy of the SEC report will be at the museum for your reading pleasure, or check out the home page.

One note of interest is the listing of NS getting the line from Schneider to Danville. This line was taken out of service about 4 years ago and abandon last summer after CP Rail gave up trackage rights. This spring the scrap dealer, A&K, has started removing turnouts and rail. They are south of the Bee Line Railroad removing angle bars. Rail has been removed from most road crossings and bridges.

Apparently, from several sources, NS is looking at putting the line back in service and building a connection east of State Line, Indiana at a place where the former Wabash and NYC lines are about a mile apart. This connection would serve NS better in the Chicago area than does the present connection via the Illinois Central.

However, the cost of rebuilding about 100 miles of rail line is very high. Conrail has ordered the scrap dealer to cease work until NS decides what they will do with the line.

Bob's friend Bert, owner of the 11 mile Bee Line Railroad, could be sitting in the right position. Maybe Handy interlocking will be in use again - tower is still there, all it needs is an operator....

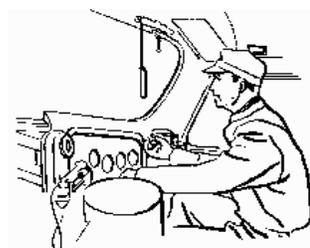
Norfolk Southern will end up with about 58% of Conrail. After the dust settles the size of CSX and NS, the customers and territory they cover, and the connections with other railroads will be about equal. The two railroads have decided to cooperate and end up as "partners" in serving the country east of the Mississippi River.

New Hope For Mainline Excursions

Virginia's Governor Allen signed a bill (HB 2305 Steam Excursions) that requires operators of excursion trains to carry at least \$ 10 million in liability insurance. The bill authorizes any town, city or county to declare, by resolution, that the operation of the excursion train within their boundaries promotes tourism and the public interest.

If, again, by resolution, the town, city or county requests a railroad to operate the train, then in case of accident, the train operator and not the railroad would be held liable for injury or death. Under the new law, the State would issue a "certificate of operation" to the train operator.

(from Potomac Rail News via Dayton Ties & Tracks)



Amtrak to Purchase Electric Power

Amtrak and Enron Capital & Trade Resources, a subsidiary of Enron Corp. of Houston, have signed an agreement to let Amtrak buy electricity at reduced rates, saving commuter railroads that run electric-powered trains on the Northeast Corridor millions of dollars annually.

Under the wholesale contract, Amtrak would purchase electricity from Enron, reducing its electric traction power costs by more than half. The electricity would be used to run nearly 600 Amtrak and commuter trains a day on the Northeast Corridor between New York and Washington and another 100 commuter trains on the Keystone line between Philadelphia and Harrisburg. Amtrak spends approximately \$40 million a year for electricity.

The four commuter customers purchasing electric traction energy from Amtrak are NJ TRANSIT, the Southeastern - Pennsylvania Transportation Authority (SEPTA), Maryland Mass Transit Administration (MARC), and the Delaware Department of Transportation which purchases power for extended SEPTA service.

Via TRAINS News Wire May 8, 1997

UP Integrates ex-Rig Grande Lines into TCS

In a major step to integrate the operations of the two railroads, Union Pacific has completed the first of a four-phase cutover of its computerized Transportation Control System (TCS) on a 2000-mile portion of the Southern Pacific.

The first phase includes the entire area of the former Denver & Rio Grande Western Railroad formerly operated by SP in Utah, Colorado, and Kansas. TCS is the computer system that controls almost every aspect of railroad operations, in-

cluding train and rail car movements. It handles train consist reporting, car orders, car releases, car tracing, terminal activities, and locomotive information, among other functions.

During the cutover, trains were held in the former D&RGW territory so employees at 15 field locations could transfer all train identifications, freight cars in consists and yard inventories from SP computer files into TCS. Within hours, nearly 11,000 freight cars were loaded into TCS's car inventory and verified.



The next three phases of the TCS cutover for the remainder of Southern Pacific are scheduled as follows:

August 1: SP lines composed of St. Louis Southwestern (S SW, the Cotton Belt), Missouri, Arkansas, Tennessee, Louisiana, Kansas, Oklahoma, New Mexico and Texas and "SPSCL" (Chicago-St. Louis) lines in Illinois.

February 1, 1998: SP lines between New Orleans and Yuma, Ariz.

May 1, 1998: All remaining SP lines serving California, Nevada, and Oregon, completing the TCS cutover.

On June 1 UP will begin moving manifest trains off of the Tennessee Pass line and onto its main line across Wyoming, one pair of trains at a time. There are 4 to 5 pairs of manifest trains per day on this line, so the manifest trains should be gone from Tennessee Pass by mid-July.



Rerouting of coal trains off the pass to the Moffat Tunnel is dependent upon upgrading of the Salina-Denver "Kansas Pacific" line, now in progress. Target date for removal of all trains from Tennessee Pass is September 30, but this could happen a month or more earlier.

Via TRAINS News Wire, May 8, 1997

Wheel Report

OPERATION LIFESAVER - Your Editor has been in contact with Bill Shannon, President of the Chicago & Illinois Midland Chapter concerning the Operation Lifesaver booth at the Illinois State Fair. Bill and I will be working with Don Richardson at OL to coordinate the NRHS manning of the booth in August. We will be contacting all Illinois chapters to get volunteers for the event. As Director I will be asking for volunteers from our chapter for the event.

CONRAIL INSPECTION TRAIN? - On May 5 Conrail operated a one car train westbound through Mokena on the Streator line. Tom Holmberg reported the heavyweight car was an ugly brown, or primer, and had a white or silver roof. If anyone can let us know what the move was we would appreciate the information.

HILLARY YARD - For those of you in the Danville area you may have noticed that Conrail's Hillary yard has filled up with coal hopper cars. Actually, the original mainline has about 75 bathtub type cars in storage. The SFIX cars were built by Johnstown Car in 1980. The cars have been moved to Danville for rehabilitation by Freight Car Services, the Johnstown shop that occupies the former C&EI car shop. They are being moved in blocks to CSX for delivery to the shop.

NS TO BUY EX-CNW LINE - Norfolk Southern and the former CNW built a connection at Decamp, an interlocking located north of Worden, Ill., to interchange coal trains that traveled from the Monterey Mine to the power plant east of Sorrento, Ill. With the UP acquiring the former CNW the line is now up for abandonment. NS will buy the 14 miles from Decamp to the mine.

The new connections are almost ready for service, complete with power switches. This will allow the coal trains to come from the mine south to NS, then north east to Litchfield, around the curve to the BNSF and south to Sorrento and east to the power plant Coffeen, Ill. NS will abandon the line into Mitchell and CNW will abandon their line south to

Mitchell from the I&M connection north-west of Springfield.

Doug Butzow reports that the Illinois Department of Transportation will, or has, raise the former C&EI bridge over Route 1 at Milford, Illinois. The state is in the process of widening and resurfacing Route 1 and the bridge will be raised to gain additional clearance.

C&O #2716 SIDELINED. The Fort Wayne Railroad Historical Society reports that C&O steam locomotive No 2716, the star on the TP&W last year, will not run in 1997 as the FRA declined the application to extend the flue time. As a result the organization will be using the former Canadian Pacific 4-6-2 #1293, restored by the Ohio Central Railroad in Coshocton, Ohio, to power trains in Kokomo and Logansport this year (see Coming Events). These will be the only trips the group will run this year. Discussion with the Chatsworth group ended when the organization decided not to run steam in central Illinois.

CN AND IC? A guest list at a recent party thrown by Canadian National Railway Co. is fueling speculation that the company may be in talks to buy the Illinois Central Corporation. The rumors come amid industry views that Illinois Central is increasingly vulnerable as a takeover target in a period of industrywide consolidation that includes the proposed \$10.3 billion sale of Conrail to NS and CSX. Illinois Central spokeswoman, Ann Thoma, said the company does not comment on speculation or rumors. *(Ed. Word from friends with the IC indicate "one of the Canadian roads" has been talking to the IC over the last 4 months.)*

In a related matter, the Illinois Central is changing its corporate structure to more closely relate to its present business operations. Illinois Central Corporation, a noncarrier holding company, wholly owns the subsidiary Illinois Central Railroad Company, a Class I railroad incorporated in Delaware. After changes the IC will become an Illinois Corporation, not Delaware.

STB Adopts 350-day Schedule for CSX & NS Plans for Conrail

The Surface Transportation Board has adopted a 350-day schedule for its review of the proposal by Norfolk Southern and CSX to acquire and split Conrail.

The two railroads had requested a 255 day schedule, similar to that under which the STB approved the Union Pacific / Southern Pacific merger last year. Organized labor and the American Trucking Associations had both sought longer schedules. Under federal law, the STB must render its decision on significant railroad mergers within 15 months, but can adopt a shorter schedule at its discretion.

Notification of intent to participate in the proceedings are due with the STB no later than 45 days after CSX and NS file their application with the STB. All comments, protests, requests for conditions and any other opposition evidence will be due 120 days after the filing. Comments by the U.S. Department of Transportation and U.S. Department of Justice will also be due then.

Responses to comments, protests, requested conditions and other opposition evidence will be due 175 days after filing. Rebuttals in support of the primary application will also be due then. Briefs will be due from all parties 245 days after the filing, with oral arguments scheduled for 45 days later.

At the STB's discretion a voting conference could be held 295 days after the filing date with the final decision due to be served 350 days after the filing date. Consummation of the deal, if approved, could take place 30 days later.

NS and CSX, meanwhile, have asked the STB for waivers granting them permission to build connections to Conrail tracks at seven locations even before the agency rules on their application to acquire Conrail. CSX is seeking permission to build connections at four locations, while NS wants to build them at three spots. The STB is seeking comments on the requests by June 2. Already the American

Trucking Associations has announced its opposition to the request.

AAR's TRAIN-IT, May 29, 1997.

(Ed: NS and CSX expect to file with the STB in the middle to the end of June. This would, if approved, make the deal complete in May, 1998.)

NRHS Spring Board Meeting

General highlights from the spring board meeting held in Portland, Oregon on April 6.

The Chapter Directory will be reinstated after the NRHS received feedback from the national directors.

The White River Junction Chapter of White River Junction, Vermont was approved.

Dave Akerman has retired as National Secretary. President Malloy appointed Bruce Hodges at the replacement for Dave.

Convention News - the Salt Lake City convention is nearly sold out on most trips. Plans are proceeding for the 1998 convention in Syracuse, New York July 8 - 12. The 1999 convention will be in Sacramento, CA.

The fall directors meeting will be in Dearborn, MI with the spring 1998 meeting in Roanoke. Chicago has been selected for the spring 1999 meeting.

The new dues processing system is functioning well. 1997 dues are still coming in and contributions are above budget. The editor of the *BULLETIN* reported that combining issue 5 and 6 saved in excess of \$30,000.

Marty Swan of the Northstar Chapter has been named director of Emblem Sales and will be looking to add merchandise

and produce a catalogue.

Office Manager Lynn Burshtin's new e-mail address is nrhs@compuserve.com

Branson Tourist Train Damaged

Branson Scenic Railroad's Ozarks excursion train, parked for the night on a spur behind the old Missouri Pacific depot in Branson, Mo., was damaged on the evening of May 14, when a northbound Missouri & Northern Arkansas freight train with three diesels and 21 cars ran through the mainline switch—apparently still lined for the spur—and crashed into it.

The two freight crewmen were slightly injured. The lead M&NA diesel, GP40 505, rose above the anticlimber of the Branson Scenic's ex-Maryland MARC F9PH cab-unit diesel and smashed the nose of the unit back through the cab. The impact also shoved the train back far enough to push another diesel at the end of the spur about 150 feet beyond the end of track. The NTSB is investigating.

Operation Lifesaver at the State Fair

This year the NRHS will assist Operation Lifesaver at the Illinois State Fair on Saturday, August 9 and Saturday, August 16. Hours are from 10 AM to 8 PM. I have volunteered to contact all chapters in Illinois and get volunteers to help at the booth. I have sent President Larry Prosser forms to fill out and return if you are interested in volunteering. In addition, Larry has a letter that will be read at the next meeting.

For the first Saturday we hope to have members from Danville Junction and Chicago and Illinois Midland chapters. The second Saturday we are asking the Chicago, Blackhawk and North Western Illinois for volunteers. We need 6 each day and admission is free for the first six that reply.

This is our chance (NRHS members only) to show the railroads and Operation Lifesaver that railfans and historians support informing the public about the dangers of rail crossings. Call me if you want additional information (217-442-1374) or come to the meeting.

Rick

Running Extra

Amtrak

On May 11, 1997, Amtrak daily service returned on the *Empire Builder* from Chicago to Seattle/Portland, the *California Zephyr* from Chicago to Oakland/San Francisco and the *City of New Orleans* from Chicago to New Orleans.

The *Empire Builder* now departs Chicago earlier (1:20 PM), giving better service schedule to Minneapolis - St. Paul and giving passengers daylight views of the scenery in the Rocky Mountains. The run through of equipment with the *City of New Orleans* in Chicago has allowed Amtrak to utilize existing cars and at the same time adjust schedules to serve the public.

In addition, Amtrak has added Viewliner sleeping cars to the New York/New Orleans *Crescent* and the Chicago to New York/Boston *Lake Shore Limited*. These state of the art cars feature great overnight comfort along with at-seat video and audio entertainment. The cars have also been added to the Silver Service trains between Florida and New York.

In locomotive news Amtrak is still taking delivery of the new P42 units. The schedule calls for 120 to be delivered by the end of the year. As of April 19, 75 of the units were in service. These units are replacing the aging F40's with only about 90 units still in service. If you have seen the *City of New Orleans* in Champaign you will note these units almost all the time.

Amtrak has ordered 283 more RoadRailers. 20 of the new boxes will have side doors. There will be 250 of the 53-foot trailers and two small groups of

specialized types (eight refrigerated vans and five auto carriers). In recent months there has been a lot of discussion in the media by some of the major carriers objecting to Amtrak looking at the "freight" market. Amtrak is trying to market new areas to enhance their profit and less dependency on government funding.

Wisconsin Central

Wisconsin Central Transportation announced that it has acquired more than 18 route miles of line serving Wausau and Hayward, Wisconsin. The railroad has purchased the line from the Union Pacific (ex-CNW lines) for \$3.8 million. The transaction was approved by the Surface Transportation Board on April 17. There are 10 principal customers on the line that generate about 12,300 carloads annually.

CSX

Look for changes in Terre Haute when the acquisition of Conrail takes place. CSX is looking at running trains up from the south to Terre Haute and then east of the Conrail line to Cleveland and New England, thus avoiding the Cincinnati terminal. If that happens they will probably begin double tracking the former C&EI again as already trains wait in sidings because of traffic.

Summer is Here?

This has been a long cool and wet spring and I think most of us are ready for vacation and maybe some railfanning. Remember, there won't be a meeting in July or August so we will see you in September (of course we will see you at June meeting I hope).

If you take a trip this summer, and the family lets you catch some trains, drop us a message on where you went and what you saw. I know that Bruce Bird is planning a trip to Tennessee Pass (may be last shots of trains on the pass) and Randy Rippy and I are planning a trip to Minnesota. Send me your story and we will publish. Send us a few of your slides (they will be returned) and we will put your trip on the World Wide Web.

Rick Schroeder