

An 18-wheeler caboose? Not quite, but this is what it takes to move a caboose over the highway from the UP's yard at Villa Grove to a residence south of that community. The story was in last month's issue. Photo by Bruce Bird



DANVILLE JUNCTION CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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"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 \$12.00 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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EDITOR: Richard M. Schroeder - Rickschro@aol.com

PUBLISHER: Allen Cooke & Doug Nipper

P.O. Box 1013

Cooke Business Products, Inc.

Danville, IL 61834-1013

John Cooke Sr., Honorary Member

MEMBER: Illinois State Historical Society - Illinois Association of Museums

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Number 5

Coming Events

May 17, 1998

Monthly meeting: Pizza Inn, Gilbert and Williams Street in Danville, meet at 1:00 with meeting starting at 2:00 pm..

May 9 & 10, 1998

Throw Momma from the Train - Monticello Railway Museum.

May 23, 24 & 25, 1998

Rossville Depot Railroad Museum opens for the 1998 season. Noon to 4 pm each day, admission free.

July 8-12, 1997

Syracuse, NY - NRHS National Convention - Plan now to attend.

June 27 & 28, 1998

Railroad Days at Galesburg, IL - Displays, BNSF tour of yard and facilities, railroad equipment on display, railroading show and much more.

August 15 & 16, 1998

Thomas the Tank Engine at Monticello Railway Museum.

September 19 & 20, 1998

Railroad Days - Monticello Railway Museum.

Next Meeting

The next meeting will be Sunday, May 17, 1998, at the Pizza Inn Restaurant, Gilbert Street (Illinois Rt. 1) and Williams Street. We will meet at 1:00 PM, have lunch first and then the meeting.

In January we voted to not have meetings in June, July and August so this will be the last meeting until September. We will be planning for our spring opening of the museum during this meeting. There is still some cleanup both inside and outside of the building. The layout needs to be cleaned - track especially - and made ready for the first weekend. Remember, we open on the 23, 24 and 25 of May for Memorial Day weekend. We need help during the opening - get the word out.

If you failed to attend the last meeting you missed a good program on Tennessee



Pass by Steve and Bruce. Great slides and video. The video will be available - Steve hopes this year - and we will let you know when available.

The program will be announced at the meeting.

Steam Quiz

Think you know your steam locomotives? How about you younger "diesel guys", do you know your steam engines? Member Danny Honn decided we need to check out our knowledge - the answers are elsewhere in this issue.

1. Name the two roads that built 2-8-2's with 69 and 70 inch drivers.
2. The first railroad in America that was the first in the US to build a mallet in 1904.
3. The last 4-4-0 built for a Class I railroad went to this coal hauler in 1928.
4. In 1918 this road received ten 2-10-2's with 48 inch diameter cylinders, the largest locomotive ever on a locomotive.
5. This locomotive, built in 1941, had an axle loading of over 80,000 lb., the heaviest ever.
6. The road received the first simple articulated in 1924.
7. Name the government agency that took over the railroads in 1917 and built 12 standardized steam designs.
8. This designer for Lima came up with the "super power" idea.
9. The valve gear used on 3-cylinder locomotives has this name for it's design.
10. Name the Illinois railroad that had the smallest US 4-8-4's.
11. Name the road that came up with the 4-8-4 design.
12. What was the distinction of NP 4-8-4 No. 2626?
13. This Appalachian coal road came up with the first US 4-8-2.

14. What did the Milwaukee, Rock Island and D&H 4-8-4's have in common?

15. The largest grate area ever applied to a steam locomotive, 148 sq. Ft, was on this road's 1930 2-8-8-4's.

Keeping track of public opinion

By Joseph Schwieterman and Brian Maddox

Most Americans have little appreciation for essential issues affecting the railroad industry-even though the resolution of these issues could affect highway congestion, safety, and the prices of certain goods for years to come.

-policy issues. As part of the DePaul University study, we placed more than 1,000 telephone calls to collect a final sample of 250 citizens from across the country. The survey, released in December, reveals an astonishing lack of awareness of contemporary rail-related issues. It shows that only one American in 12 can identify the partners involved in a recent railroad merger or consolidation. (We were quite tolerant of partial answers).

Most fail to appreciate the on-going debate about railroad competition. When asked about the number of rail carriers providing direct service from Chicago to Los Angeles, only 17 percent responded with an answer of two or less (the correct answer is two). More than half believe that four or more carriers link these bustling cargo gateways.

Some public attitudes are apparently vestiges of an earlier time when railroads wielded tremendous market power. More than half believe that railroad companies pay too few taxes-despite industry sentiment that property ("ad valorem") taxes are a notable competitive disadvantage.

Nor does the general public appreciate the fact that railroad routes are overwhelmingly privately maintained. In an open-ended question, 32 percent stated that they believed the government owns at least half of major freight routes.

Nevertheless, Amtrak's elimination would have a "real practical effect" on 44 percent

of Americans. Considering that only about 30 percent report to have ridden Amtrak, this positive result may reflect the fact that many have friends or relatives that use the carrier.

But don't expect citizens to have even a rudimentary knowledge of historical events shaping today's industry. When asked when Amtrak established service, more than a third responded with dates before the end of World War II. One in 12 responded that Amtrak was created during the 1800's (Amtrak ran its first train in 1971).

At the same time, 74 percent responded that the beleaguered Penn Central Company (created in 1968 and soon bankrupt) was either a "highly successful company" or "important part of early American history."

Our results reflect an inevitable decline in the visibility of railroads with the rise of competing transportation modes. Nevertheless, they suggest that an expanded role for passenger service could help bring positive public attention to the entire industry. They provide clues for understanding why growing concerns about environmental, safety, and infrastructure have failed to galvanize legislative support for railroads.

The survey has generated calls from the Federal Railway Administration, Amtrak, and a variety of rail-advocacy groups. We hope to administer a revised version in late 1998.

The authors are researchers at DePaul University in Chicago. Complete results are available on the Chaddick Institute web page at <http://www.depaul.edu/~chaddick>.

Pioneer Railcorp adds hometown line to shortline stable

Publicly owned shortline holding company Pioneer Railcorp of Peoria, Ill., has acquired its fifth railroad in the last two years and its 15th overall in its 12-year history. Pioneer lines now total over 500

miles of track scattered across nine states. The new subsidiary is in the firm's home town-Pioneer Industrial Railway, which primarily hauls steel, lumber, plastic, and food products. And it's one that Guy L. Brenkman, Pioneer's founder, CEO, and chairman, has long wanted.

"The acquisition and start-up of the Pioneer Industrial Railway is the cumulative effort of 15 years of work and persistence," said Brenkman. "This line, which I first tried to acquire in 1983, was the inspiration that led to the modern-day Pioneer Railcorp and the 15 railroads we operate today. It only seemed fitting to resurrect the name Pioneer Industrial Railway that I had chosen years ago for the first railroad I had hoped to begin with. There is also a certain amount of pride in operating our namesake railroad right here in Peoria, where our corporate headquarters are located. Although we plan to profitably operate this line, it will also serve a very important function for us as our training railroad where we intend to train engineers, trainmen, and trackmen for other Pioneer lines," he concluded.

Pioneer is the name of an area on the north side of Peoria, and also was a station name on the nearby former Chicago & North Western line, now Union Pacific. Pioneer Railcorp's new property is a remnant of a former Rock Island branch.

Keokuk Junction Railway, linking its namesake Iowa city with La Harpe, Ill., again led all Pioneer lines in carloadings shipped, with continuing market increases in corn transported. The KJ also experienced improvement in corn syrup, pulpboard, and coal shipped. Michigan Southern Railroad also experienced substantial increases over last February, carrying higher volumes of nitrogen, animal fats, pulpboard, and cement, while Minnesota Central Railroad continued its turnaround as canned goods shipments rose.

Pioneer's Fort Smith Railroad in Arkansas transported more baby food, peanuts, feed, pulpboard, charcoal, and military equipment than it did last February. Two Illinois switching lines had increases, Rochelle Railroad in frozen food carried and Vandalia Railroad in pipe shipments.

[TRAINS On Line](#)

Canada's big systems purge their Alcos

Both large Canadian systems, Canadian National and Canadian Pacific, are ending the era of Alco-design diesels. The purges from the roster and sales of the remaining Montreal, MLW, and Bombardier built units will leave Cartier Mining in Quebec and newly formed regionals Quebec Gatineau and the New Brunswick East Coast Railway as the last big-time bastions of Alco-design units. BC Rail has been systematically converting its remaining Alcos to Caterpillar prime movers, and RailTex regional Cape Breton & Central Nova Scotia has been replacing its big ex-CN Alcos with secondhand U.S. GP's.

CN through February and March retired 6 2100-series HR616's and 29 3500-series M420W's from the roster, and although several others of each class were leased to New Brunswick East Coast and another new regional, OmniTrax's Hudson Bay Railway, by April 1 CN itself was operating no Alcos.

CP's measures were more drastic. Effective April 12, CP planned to retire all remaining Alcos from active service and eliminate 95 shopcraft positions at the St. Luc diesel shop in Montreal, where the locomotives have been maintained. Caterpillar-engined M636M 4711, restricted to use as a trailing unit on Montreal harbor transfers, will remain in service. New Brunswick East Coast, already in possession of 13 operable ex-CP RS18u's (along with 3 more RS18's and two former VIA FPA4's purchased for parts), Genesee Rail-One (with 5 ex-CP RS18u's and 7 C424's), and New York's Batten Kill Railway were apparently bidding on other Alco-design units. CP planned to put up for sale 25 RS18M's (17 of them active) and 21 C424's (9 active) on April 11, and the next day, all remaining Alcos on CP property were apparently to be transferred to one or more of the regional firms.

Along with the Alcos, there was bad news for vintage GM units as CP has put up for sale its two GP30's (the only ones built for a Canadian carrier) and the 18 or so remaining GP35's. — Greg McDonnell

CN, IC, and KCS form 15-year marketing alliance

Canadian National, Illinois Central, and Kansas City Southern announced on April 16 a 15-year marketing alliance that will offer shippers new competitive options in a rail freight transportation network linking key north-south continental freight markets.

CN and KCS have also signed a separate access agreement regarding certain haulage and trackage rights, which is contingent upon Surface Transportation Board approval of CN's previously announced merger with IC.

Neither CN nor KCS will acquire equity interests or other financial holdings in the other. CN-IC-KCS plan to launch their

marketing alliance immediately; it does not require approval by the STB.

The railroads said their marketing alliance will offer shippers "pro-competitive" connections to new rail routes for their products and the ability to tap new markets through a coordinated rail network. Services will link points in Canada with the major U.S. Midwest markets of Detroit, Chicago, Kansas City, and St. Louis, along with the key southern markets of Memphis, Tenn., Dallas-Fort Worth, and Houston. In addition, this new marketing alliance will give shippers access to Mexico's largest rail system, Transportacion Ferroviaria Mexicana, S.A. de C.V. ("Grupo TFM").

Under the alliance, the companies will coordinate sales and marketing, operations, fleets, and information systems, but not for traffic movements where any two of them provide the only direct rail service.

The carriers will target new markets in key north-south international and significant domestic U.S. traffic corridors. They will also seek to increase rail business in existing markets, primarily in automotive and intermodal, but also in key carload markets, including those for chemicals and forest products.

CN-IC-KCS expect the marketing alliance to generate revenue and earnings growth and position them as the pre-eminent north-south rail carriers in the NAFTA corridor, where north-south transborder rail traffic is growing annually at between 12 and 14 percent.

The railroads plan to utilize two main interchanges: Jackson, Miss., for traffic moving between southern KCS territory or Mexico and CN or IC territory; and Springfield, Ill., for traffic moving between CN and northern IC territory, and Midwestern KCS territory.

To improve service and operating efficiency at Jackson—a critical IC-KCS junction—the railroads have agreed to arrange for joint operation of yards, terminals, transload, and intermodal facilities. KCS recently dedicated a large new yard on the city's east side; it has a small yard on the west side, while IC's main facility is on the north side.

Under a separate access agreement, subject to STB approval of the CN-IC merger, CN and KCS plan investments in automotive, intermodal, and transload facilities at Memphis, Dallas, Kansas City, and Chicago to capitalize on the growth potential represented by the marketing agreement. The railroads' access to the proposed terminals would be assured for the 25-year life span of the facilities, regardless of any change in corporate control.

Under the terms of the agreement, KCS would also extend its rail system in the Gulf area. For traffic other than coal, KCS would receive overhead trackage rights on the merged CN-IC in Mississippi between Jackson and Palmer, and overhead haulage rights between Hattiesburg and Mobile, Ala. The merged CN-IC would reach the Port of Gulfport from Hattiesburg under overhead haulage rights in Mississippi granted by KCS.

The access agreement would give KCS access to three chemical plants at Geismar, La., now served by IC, with associated overhead haulage rights from Geismar to Baton Rouge and, for traffic moving to or from certain eastern centers, from Baton Rouge to Jackson. KCS access to the three Geismar plants is expected to take effect in Fall 2000; a KCS attempt to build a separate, IC-competitive spur into the plants has been hung up on environmental concerns.

TRAINS On-Line April 23

Trip to Poland and Austria

By Randy Rippy

As part of my MBA studies, the University of Minnesota sent my classmates and me to Warsaw, Poland in March 1998 to study emerging markets in developing countries. We concluded with a trip to Vienna, Austria to further study business in Europe. But, my friends in Central Illinois will understand my ulterior motive of watching the local railways.

The trip was great, but I had very little time for trains. Our group did get to take a train from Warsaw (Warszawa) to Krakow. We started the trip in Warsaw Central Station (Warszawa Centralna). This was a disgusting place. It is fairly modern, having been constructed during the Soviet control, maybe in the 1960's. It is architecturally bland, just a big functional building. But the really disgusting part was the number of homeless and derelict people there. I felt uncomfortable and threatened by them. Fortunately, our time waiting there was short. Our train was an express. It covered the entire distance of 320 km (198 miles) in 2 hours and 40 minutes non-stop. That's about 74 MPH average!

The Polish State Railways are known as 'PKP', which stands for Polskie Koleje Panstwowe (don't ask me to pronounce it)!. Our motive power was a single electric locomotive, not flashy at all. The coaches were tired and worn on the exterior, but fairly nice inside. I would guess construction during the '60's or '70's, so not unlike Amtrak. The Europeans do not use the

open coach concept as we have in the U.S. Rather, they use compartments. In first class, a compartment is 6 seats, 3 facing forward and 3 facing backward. It was plush and quite comfortable. Second class is 8 seats, 4 facing forward and 4 facing backwards. It is more cramped and the seats are not quite as comfortable.

The trip was fast and smooth. The railroad was double tracked and well maintained. I would guess we were travelling at around 80 MPH. We had several meets along the way with both freight and passenger trains. I saw no steam engines along the way, but I did see a few diesels. They looked like boxy Alco RS-2's. Their freight cars are small, even tiny, by U. S. standards. I think they make them small for track concerns. In the U.S., passenger trains are basically travelling on freight railroads. In Europe, freight trains are basically travelling on passenger railroads. It is an odd contrast. Some of the cars in sidings were tiny, 20 or 30 feet long, wooden, with rounded roofs, some even with windows. I suspect these cars are 40 or 50 years old.

Although I rode the Austrian Railways (Osterreichisches Bundesbahnen) in 1992, I was unable to ride any Austrian trains this time. But I did ride their streetcars and subways in Vienna (the Strassebahn and U-bahn). The streetcars were fun. How I would have loved to ride the Illinois Terminal! The streetcars run on standard gauge track (light rail), but the cars are narrow, with two-one seating. I can speak a little German, but language was not a problem. Some navigation skills are translatable into any language. Vienna has dozens of streetcar lines. The U-bahn is heavier, like the Chicago El. Their cars were similar to the streetcars.

Would I go back? Sure! The Polish Railways were not what I expected: a run-down leftover from the cold war. Poland has yet to gain a reputation as a tourist destination, but it was relatively inexpensive and its people were friendly and helpful (many spoke English; I speak about a half dozen Polish phrases). The steam locomotives that I hoped to get a glimpse of have been retired for a few years now. Vienna is a great city to visit as is the rest of Austria. There is a transportation mu-

seum with steam locomotives in Vienna, but I was not able to visit it. The list of rail adventures in Austria could go on and on, but I will have to keep my fingers crossed that I will be able to return to experience them another day!

BNSF creeps closer to UP in revenue; KCS improves

Union Pacific on April 22 announced a first-quarter loss of \$62 million as senior executives painted a rosier future for the congestion-plagued railroad. The results were better than the previous quarter's \$152 million loss, but UP was still far short of the first quarter 1997 figure of a \$128 million profit. Revenue was down 10 percent from a year ago, \$2.226 billion, and volume declined 9 percent.

The shift to other railroads and trucks shows up when UP results are compared to those of its rail competitor Burlington Northern Santa Fe, noted the Journal of Commerce. In last year's first quarter, UP had revenue of \$2.5 billion while BNSF hit \$2 billion, creating a 55-to-45 percent revenue split between the major Western railroads. This year, BNSF climbed to \$2.2 billion, just \$64 million behind UP, making the revenue split 51-to-49 percent in UP's favor.



While UP's railroad struggled, its Overnite Transportation trucking unit had a banner quarter, boosting revenue 20 percent to \$257 million from \$214 million and boosting operating

income to \$13 million from a breakeven quarter last year. Overnite's revenue increase included 13 percent more freight.

Meanwhile, the other Texas and U.S.-Mexico rail player, Kansas City Southern Industries, rode higher profitability from both its railroad and financial-asset man-

KCS and NS Open Joint Terminal To Serve North Texas Gulf

Port Arthur, Texas—Kansas City Southern Railway and Norfolk Southern Corporation today announced the opening of a joint intermodal facility in Port Arthur, Texas, to service the Port Arthur/Beaumont/Houston Texas Gulf Coast region. The new facility fills the void for intermodal services in the Port Arthur and Beaumont area and offers a competitive alternative to existing intermodal services in the Houston area.

KCS began operating in the facility on March 31, providing intermodal service over major U.S. rail corridors through key interchange points in Jackson, Miss., Shreveport, La., Kansas City, St. Louis and Minneapolis. Norfolk Southern begins operating in the facility on April 20, utilizing KCS haulage over the Meridian, Miss. gateway to service international and domestic shippers in the Southeast.

The facility, which has an annual capacity of 60,000 lifts, is situated on KCS property adjacent to its Port Arthur yard and the Port of Port Arthur. It also is located near the crossroads of three major interstates - I-10, I-73 and I-82 - providing quick access for truck interchanges. It features two 1,200-foot strip tracks with a capacity for twelve 89-foot cars each.

Trailers and containers destined to or originating from the Houston area will be serviced through a Houston terminal where trailers and containers are drayed to the Port Arthur facility. "KCS and Norfolk Southern have enjoyed a good working relationship, as evidenced by the success of our joint intermodal service on the Meridian Speedway," said KCS President and CEO Mike Haverty. "This joint facility is another example of how KCS is better serving shippers and extending its market reach through alliances with connecting railroads." Haverty added that the startup also offers a timely alternative for intermodal shippers who want to bypass rail congestion in the Houston area.

Norfolk Southern Chairman, President and CEO David R. Goode said, "We are pleased to be able to work with the Kansas City Southern to establish an NS presence in the Houston area and expand the service options available to intermodal customers in this growing market."

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

agement units to post a 62 percent increase in first-quarter net income to \$46.2 million, from \$28.5 million. KCS Railway boosted revenue by 12 percent to \$135.3 million and more than doubled operating income, to \$29.2 million from \$13.9 million. The company did report a \$3.1 million loss, however, from its minority ownership in Transportacion Ferroviaria Mexicana, the new Mexican rail consortium.

KCS boosted unit coal train revenue by 32 percent while both agriculture and minerals revenue and intermodal revenue rose 15 percent. Its operating ratio, expenses divided by revenue, improved to 78.3 percent from 87.

TRAINS On-Line 4/29

A Part of TY Tower is Dead

By Bruce Bird

If the members don't already know legendary one-legged leverman and operator for the Illinois Central, Bob Moomaw, passed away this past Tuesday, April 7. He was 63.

The Champaign News-Gazette spent most of his obituary talking about his sign painting, oil exploration and auto shop businesses, and also his 'One and Only Hippie Memorial', but spent a single line on his 39 years with the IC. Many fans across the Midwest came to know Bob from stopping by TY Tower in Tuscola

during second trick. I was lucky enough to grow up in Tuscola, only 4 blocks from TY, and spent many a warm summer evening watching trains and generally discussing things in the world with Bob. My close boyhood friend, John Kennedy, and I would bike on over to the Corner Grocery to pick up a Dr. Pepper and a candy bar, our informal 'ticket' to TY. Invariably Bob would either be poring over a geologic map or painting a new sign in between trains hitting the bell in TY.

Over the years we became adept at lining trains through the interlocking and became familiar with Puff the Magic Dragon, 'I No ware u sleap', and not to stand under an open window on warm days! My first visit to TY was when I was 12 and in awe of the place, I wasn't looking where I was going and I knocked Bob's prosthetic leg over (90 percent of the time he would take it off and lean it against a table). I was horrified, as a little boy should be, but Bob just laughed and said that his leg kept him from ever going on a cruise- if the boat sank he could only swim in circles!

That pretty much summed up his outlook on life. He had lost his leg to bone cancer and instead of being and becoming a bitter old man he just kept busy doing other things and enjoying life.

One way Bob would keep himself 'busy' was to relive his days serving in the army artillery. After lobbing a shell towards thy enemy a crew member would say "One round, on the way." With Bob's access to the phone numbers to the other towers and stations up and down the IC, and the knowledge of who was working there, Bob would dial a select victim, let the phone ring once, hangup and proclaim, "One round, on the way." It didn't take long for a return strike within TY's walls! To this day I always let the phone ring twice before I answer it. Tuesday night when I heard that Bob had passed away I dialed TY's old phone number and sent over a round. I fully expect the phone to ring only once one of these evenings.

"One round, on the way."

Galesburg, Illinois Railroad Days set for June 27 & 28:

Galesburg's annual Railroad Days will be held on Saturday & Sunday, June 27 and 28 this year. Ron Hatch has once again produced a great poster for the event. The Illinois Railway Museum will bring down their CB&Q E5 9911 with the articulated *NEBRASKA ZEPHYR* consist for display. It will probably make the journey from Union to Galesburg on the Thursday or Friday prior to the event. Amtrak is expected to have some equipment on display.

The Railroad Show at Carl Sandberg College plans to be bigger than ever with almost 250-tables worth of displays and items for sale. Admission is \$2, with the proceeds going to benefit the school's scholarship fund. Busses will run from the downtown display site to the college.

Yard tours will once again be provided on a METRA commuter consist. This year the train will have one of the handicap accessible cars. Additional displays and events will probably be added.

To receive information on overnight lodging (hurry!) contact the Galesburg Chamber of Commerce at P.O. Box 749, Galesburg, IL 61402-0749.

The Toledo, Peoria & Western train into Galesburg out of Peoria (using the BNSF's line), has been running on a later schedule recently. The train has been departing from Peoria in the early afternoon and arriving in Galesburg between 4-5 p.m. The crew drops their train and ties onto the cars bound for Peoria and departs Galesburg around 6-7 p.m. The trains can be good-sized, 80+ car trains are regularly seen. The train runs six-days per week, Monday through Saturday. The BNSF calls the train "ILL814" when they are in Galesburg. TP&W usually uses four units on the train. The Susquehanna GP40 is regularly seen. One of the yellow/black GP20s, 2052, has been making frequent appearances. The TP&W's F7A #1500 hasn't been spotted lately running on the Galesburg trains.

In addition to the 12 to 14 trains that operate on the BNSF daily there are several coal trains, usually six or more each way per day. The California Zephyr operates on this line. BNSF uses 160.695 on the main track and 160.875 in the yard control.

Remember, Milwaukee #216 will be operating from Chicago to Galesburg (via BN line) each day. All NRHS members should have received a Chicago Chapter special flyer.

Steam Quiz Answers

1. GN O-8 and B&O Q4D
2. B&O
3. Chicago and Illinois Midland
4. Virginian
5. 2-6-6-6 Allegheny
6. Chesapeake and Ohio
7. United State RR Administration
8. Will Woodard
9. Gresley
10. Toledo, Peoria and Western
11. Northern Pacific
12. Originally Timken "Four Aces"
13. C&O
14. All same design with minor changes
15. Northern Pacific Yellowstone



STB says it “will consider” UP-SP merger changes

The Surface Transportation Board, reacting to service problems in Texas, said March 31 it will consider permanent changes to the Union Pacific-Southern Pacific merger, the Journal of Commerce reported. When the “Surf Board” approved the merger in August 1996, it retained 5-year oversight of the competitive impacts resulting from the merger. So far, the only major changes have been emergency service orders issued last year after UP’s service problems that began in Houston and spread virtually systemwide. Those orders, which have been extended, now are to expire August 2.

The decision was released on the same day that STB Chairman Linda Morgan appeared at a Senate Science, Commerce and Transportation Committee hearing on reauthorization of the board’s policy-making powers and funding. The leading critics of the SP merger results have been the Texas Railroad Commission, shippers and shipper groups, and smaller railroad rivals Kansas City Southern and Texas-Mexican, which are allied and also partly own a Mexican rail system, TFM.

Those who want changes in Texas must present their plans to STB by June 8; the board said it would announce a schedule for voting on proposed changes later. The board did not promise it would make any permanent changes. Any proposals for divestitures of current UP assets would have to be backed up with substantial justification. A number of UP-SP merger critics had pushed for divestitures when STB was reviewing the case, arguing that those steps were needed to preserve competition.

This decision to re-examine the merger’s effects follows a February 12 petition by KCS and Tex-Mex that sought a variety of changes to operations in Texas and a March 6 filing by the Greater Houston Partnership, a business group, that urged immediate steps to fix the service problems. KCS and Tex-Mex filed a more detailed version of the February filing March

30, seeking to buy some abandoned tracks, buy a yard in Houston and a line between Houston and Beaumont, and gain wider customer access in Houston.

UP and Burlington Northern Santa Fe reached a private agreement recently to change train dispatching methods and establish joint ownership of the Houston-New Orleans Sunset Route. During the UP-SP merger process, UP and BNSF had agreed on 3000 miles of trackage rights by BNSF over UP in various parts of the system, plus a few line sales, to preserve two-system competition in much of the West. KCS was awarded access to Tex Mex via trackage rights through Houston as part of the merger (with no right to serve Houston customers), but the STB granted no other major concessions to any rail carrier. Since then, KCS has chafed at the sometimes-cozy UP-BNSF relationship.

STB News Release

Wheel Report

A change of address for longtime member, and friend, Brian Higgins. Brian has moved to 2755 Garrison Avenue, Evanston, IL 60201 with a new phone number of 847-424-0233.

NS has replaced the eastward distant signal for Champaign interlocking with a new fixed single-lens target displaying yellow with a big “D” on the plate below. The westward signal between Goodwin and Matthews in Urbana still remains, as of 4/29 according to Erik Coleman.

Member John Fuller reports that Terre Haute will receive a grant of \$520,000 for use on the 7-mile pedestrian/bicycle trail that will follow the former Brazil, Terre Haute and Eastern Railroad (ex-PRR). This will be used in the second phase of construction on the project. The first phase is underway with construction to begin soon. Land acquisition is underway.

During a visit to the courthouse at Covington I learned that a group in Crawfordsville is trying to acquire the former P&E from Crawfordsville (west of end of track) to the Wabash River and beyond to start a hiking and bicycle trail.

Much of this area was sold to local property owners and the movement is not setting well in Fountain County.

MEMBERSHIP LIST has been attached to the last page of this issue. As usual, we have included the list of CSX Transportation trains that operate in the Danville and Lafayette areas. We thank the *BULLSHEET* for the annual contribution. Keep both, they will be very helpful.

ILLINOIS STATE FAIR will again have a booth for Operation Lifesaver. The date this year is one day only, Saturday, August 22. We will be asking for volunteers soon for the one day event. Free passes let you into the fair for the day. We will be coordinating with the Chicago and Illinois Midland Chapter.

FORT WAYNE STEAM WILL NOT run this year. Due to sale of the track in Logansport to Cargill, and other problems, the Fort Wayne Railroad Historical Society decided to wait until 1999 and pursue other excursions at that time. Another factor is the pending acquisition of Conrail by NS and CSX. Neither railroad is interested in moving steam locomotives at this time.

UNION PACIFIC - The Chicago command center began operations in early April. It brings together managers of transportation, locomotives, asset utilization and intermodal to more effectively coordinate and plan train movements through the busy Chicago terminal. The command center also will be the home to the new terminal train dispatcher who will dispatch trains through the Kedzie interlocker and on the Rockwell Subdivision.

Extra - check out the new signal installations on both CSX through Danville and on NS at Marshfield and Catlin. CSX has given the chapter the eastbound Conrail signal that protected Cory crossing. We may also get the southbound signal at Rossville. All signals are being replaced as part of the upgrade through Danville.

There will be a June issue of the newsletter. I may only publish one for the months of June through August - work is very busy and other activities will prevent normal issues. Have a good summer - vacation around trains.