

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 \$17.00 for Chapter membership in addition to \$20.00 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 CSX, in Danville, Il. with lunch beginning at 1:00 PM Central Time followed by meeting and program.

OFFICERS FOR 2005 - Our 37th Year

PRESIDENT: Dave Sherrill

SECRETARY: Al McCoy

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MUSEUM DIRECTOR: Robert Gallippi

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Cooke Business Products, Inc.

John Cooke Sr., Honorary Member

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



Back in June of this year, Joe Cooke caught this southbound CN (IC) train passing a northbound which was holding in the siding in the cut at Paxton, IL.

Coming Events

November 20, 2005

Danville, IL - Chapter Meeting at Pizza Inn, 1:00 PM CDT, meeting at 2:00 PM, election of officers for 2006.

December 3-4, 2005

Monticello, IL - Lunch with Santa on the train, reservations required.

December 4, 2005

Danville, IL - Annual dinner at the Pizza Inn, 1:00 PM CST.

December 18, 2005

Midlothian, IL - South Suburban Model Train Show

January 15, 2006

Danville, IL - Monthly Chapter meeting at Pizza Inn.

Next Meeting

The next meeting will be held on Sunday, November 20 at the Pizza Inn. As usual, we meet around 1:00 PM, order from the menu and start the meeting around 1:45 PM. This meeting will be the election of officers for 2006. Mark Ziebart will have a video program on snow plows. We enjoyed the DVD entitled Railroad Video Quarterly at the last meeting which featured the Rossville Museum including the model trains and the real thing going past the museum. The problem was no one who usually mans the station was there to know the video had been shot - but there was good coverage as well as great coverage of the Monticello Railway Museum.

Note the model operations set for the rest of this year as well as into 2006. Last month secretary Al McCoy invited us to his home to run trains on the O Scale tinplate layout. Sorry to say there were no accidents, with Allen Cooke not present Rick

had no one to run into. Al and his son plan to have us back sometime early next year after he returns from another overseas trip.

It is hard to believe the we are already looking at the holiday season and winter snows. Remember, if we have over 6 inches of snow we may not be having a meeting or operating session at the museum. Check with some members before heading out in a storm.

Editor Speaks:

I have been preparing these newsletters for longer than I want to think about. Sometimes it seems like forever.

I would really appreciate some stories from members, especially from those in the Danville area. Just finding out what is running would be great plus as many of you know CSX is building a connection to the new coal dump area. Thanks to Doug for adding a story to a blank space last month. I would take anything, hand written, E-mail, called about, just anything.

This past year my wife and I along with 18 other gardeners formed a Hosta Society in Champaign-Urbana. I won't go into what Hostas are, some of you probably know, but when we formed the group in the summer of 2004 one gal said she wanted to edit a newsletter. Great we thought and she started with some really nice color issues. Some problems developed this early spring and she quit and has not been in contact with anyone since. I took over, with Barb's help, producing a newsletter for the group. We have grown to 82 from 18 in one year. Thus now I have 2 newsletters to get out



Operating Sessions

Rossville Museum, CI&E, 1:00 to 3:00 PM

Saturday, November 5, 2005

Saturday, December 3, 2005

Saturday, January 7, 2006

Saturday, February 4, 2006

Saturday, March 4, 2006

Danville and Western Railroad, 1819

Coventry Dr, Champaign 1:00 to 4:00 PM

Saturday, January 21, 2006

Saturday, February 18, 2006

Saturday, March 25, 2006

Saturday, April 15, 2006

and each one about the same time of month.

That is why I could really use some help, anything you see, anything you read or just anything. I can take text files or scan in items. How about some of you "older guys" like me. Remember the great stories Art sent us - anything like that would help.

This past spring I planned to cut back to 3-days per week. As many of you know that changed when we lost my replacement. Now with the additional CSX work my off time is limited. I very seldom get to the basement to work on the layout. Recently I have been able to spend maybe 2-3 hours a week starting on some scenery stuff. A bridge is being installed but the track has been cut for 6 months and

though it is getting close to being installed the gap has existed longer that I wanted. We are hosting our company Christmas party here in early December and my first planned session is early January - so much to do.

Well, so much for the soapbox, got to get along with this issue.

Rick

Man armed with bow and arrow tries to take over freight train

A man armed with a bow and arrow who commandeered a Union Pacific freight train stopped in Montclair on Sunday night was shot and wounded by police, authorities said, according to a story in the Los Angeles Times and other news sources. Montclair is about 35 miles east of downtown Los Angeles.

Juventino Vallejo-Camerena, 43, of Pomona climbed onto the lead locomotive about 10:45 p.m. and threatened the two crew members with a bow and arrow, UP spokesman Mark Davis said. The 71-car train was bound from Salt Lake City to the side-by-side ports of Los Angeles and Long Beach. The engineer and conductor fled the train, which was stopped at a red signal, and cut off fuel to the engine with an emergency button outside the cab. They were not harmed, Davis said.

Alone in the cab, Vallejo-Camerena refused to drop his bow and arrow after Montclair police officers ordered him to do so, said Capt. Keith Jones, spokesman for the department. He pointed the arrow at the officers, who then opened fire, wounding Vallejo-Camerena in the wrist and arm, according to a Montclair Police report.

The attempted train-jacking was "the first time I remember in 25 years something like this ever happening," Davis said. "How many times does somebody come and take over a train with a bow and arrow?"

The newspaper said Vallejo-Camerena was

arrested on suspicion of train robbery, assault with a deadly weapon, and resisting arrest, and was treated for non-life-threatening wounds at Chino Valley Medical Center. He is in custody at West Valley Detention Center in Rancho Cucamonga, Jones said. Authorities said Vallejo-Camerena was homeless and they did not disclose whether they knew why he tried to hijack the train.

Railroad police are assisting the San Bernardino County Sheriff's Department with the investigation, Davis said.

TRAINS On-Line 10-11-05

James A. Bistline

June 18, 1915 - Sept. 20, 2005

By Carl S. Jensen, Roanoke Chapter

The Society has lost one of its best-known and valued members, Jim Bistline, who died September 20 at the age of 90. Although best remembered by many NRHS members as the man who arranged the Southern and then Norfolk Southern Ry. steam and diesel excursions for nearly 20 years, Jim was a very diverse and accomplished individual.

He was born in Newport, Pa., and said he remembered the PRR trains. His teens and early twenties were spent in Cumberland, MD and *old* Fort, NC. Academically gifted, Jim finished first in his class at Duke University, went on to Columbia University, joining the New York Bar in 1940. During WWII, Jim was a member of the US Army Judge Advocate Corps, and participated in the post war German war trials. He maintained his Reserve Colonel rank, serving as past president of the JAG Association. For many years, he attended International Bar meetings all over the world. Throughout his life, he continued his active interests in the legal field, maintaining numerous contacts in the profession.

Jim joined the Southern Railway Law Department in 1948. He practiced before the Interstate Commerce Commission, as well as numerous state regulatory bodies. He served as President of the Association

of ICC Practitioners and chaired the Railroad Committee of the Federal Bar Association, along with many other organizations.

After 25 years in the Law Department he was appointed Assistant to the President by Graham Claytor. One of his diverse duties was to make the arrangements for the early Southern Railway steam excursions. He once said that at the time he wasn't even interested in steam engines. That changed, of course. The job became full time. Jim built Graham Claytor's enthusiasm for steam operations into probably the largest and most comprehensive excursion train program of its type in the US, and probably the world. Although he retired from Norfolk Southern in 1985 at age 70, he maintained his active interest in the program in subsequent years.

One of the strategies Jim used during the formative years of the program was to find individuals, or groups of local civic or railfan organizations, to sponsor excursion trips. This rapidly built a network of persons interested in railroading into the basis for forming NRHS chapters, particularly in the geographic area of Southern's operations. At least 30 Chapters can trace their formation, or rapid growth directly to the steam program. Jim was instrumental in assisting the formation of numerous rail museums, by donation of equipment, track materials, land, station buildings, and in some instances portions of rail lines. He supported many NRHS national conventions at minimum cost to sponsors at Southern cities, with many special trains, steam locomotives and trips.

Jim traveled very extensively, took thousands of good pictures of railroading around the world, and willingly shared them with railfan groups. His talks to various groups were always entertaining. Jim had a tremendous memory for many subjects, and was always willing to share a story or two. In June, Jim celebrated his 90th birthday with a group of approximately 80 family and friends at the Army-Navy Club in Washington. Although his health was failing, his humor and stories were as good as ever.

Jim's wife Lillian and one son, James, preceded him in death. He leaves sons

Scott and Mark and one granddaughter. He also leaves a legacy of great service to railfans everywhere, many of whom were pleased to know him and have considered him their friend. The Society will miss this wonderful gentleman.

Construction Projects

CSX Transportation

This month we will cover CSX projects only.

In Princeton and Evansville, Indiana the capacity improvement project is progressing with roadbed on the Princeton to King segment completed and most trackwork finished/. Track work will be completed by the end of November but cutover to the new track will not occur until after the first of the year. CSX will not allow any down time for signal cutover due to rail traffic between October 1 and Christmas.

Capacity Improvement

CSX is progressing with their first part of the capacity improvement projects. Two projects in Georgia have been designed and are being bid. In this area of CSX work can continue into the winter. Farther north many locations will be questionable.

Our three projects are Carlisle, Smith and Hazleton, Indiana on the CE&D Subdivision. This former C&EI territory and Smith is a former siding located about 2 miles north of Vincennes along the Wabash River.. The week of November 7 we will have survey crew on site and a subconsultant has started soils investigations for bridges and rock excavation. The environmental consultant has been in the field to mark the wetland areas that may be impacted. A couple of more trips have been made to Jacksonville but usually the meetings can be attended by conference phone. We are proceeding on the design issues and specification preparation. Plans should be completed by the end of the year with permitting taking until the end of March. CSX is looking to bid these three projects early in 2006 and have them completed by fall.

Rick

Operating Sessions

Danville and Northern Railroad, 1411 N. Gilbert St, 1:00 to whenever

Saturday, November 19, 2005

Saturday, December 17, 2005

Come visit and operate on Al McCoy's great tinsplate layout.

“Quiet Car” Service Starts October 31 Aboard Hiawatha Trains

Amtrak will designate a single Quiet Cars on each of its 14 daily Hiawatha Service trains between Chicago and Milwaukee starting Oct. 31, in response to the cars' popularity and success on other routes elsewhere in Amtrak's national network. "In today's business world, being connected and able to work from the road is an advantage. Amtrak realizes that, and so we enable cell phone, pager and personal computer use on-board our trains," said Amtrak Central Division General Superintendent Don Saunders. "But it is clear that there is also a market for peace and quiet, and providing one car on each Hiawatha

Service train where travelers can unplug is also an advantage for us."

The Hiawathas are an increasingly popular way for travelers to shun high gasoline prices, tolls and parking charges between Milwaukee and Chicago - and make the trip from downtown-to-downtown faster than flying. The Hiawatha Service trains topped the half-million mark with 525,239 tickets sold in the 12 months ending Sept. 30, an increase of 14.1 percent. There are seven round-trips on the route Mondays through Saturdays and six round-trips on Sundays. The trains are supported by the states of Wisconsin and Illinois.

While riding in the Quiet Cars, passengers are asked to refrain from using cell phones, pagers and loud computer programs or engaging in loud conversation. "Many of our passengers are telling us they use their train trip to unwind after a meeting or long day at the office, read the paper or catch up on their sleep," said Saunders. "They can't do that as well when the rest of the car is buzzing and ringing with calls home and to the office." Amtrak is placing signs on the Quiet Cars and will put notices on the trains to help inform passengers. Seats in the Quiet Cars do not require a special reservation - they are available on a first-come, first-served basis.

For more information about Amtrak's Quiet Cars, look on-line at Amtrak.com. Quiet CarSM is a service mark of the National Railroad Passenger Corporation. In an unrelated service improvement, all Hiawatha Service trains will accept checked baggage between Chicago and Milwaukee, also effective Oct. 31.

Annual Chapter Dinner

December 4, 2005

Pizza Inn Resturant, Williams and Gilbert Streets

Danville, IL - starting at 1:00 PM

Program

Central America Railroads by member Dick Brazda

CSX's 63rd Santa Special to operate Nov. 19

CSX says its 63rd annual Santa Special, loaded with 15 tons of gifts secured by grocery-store chain Food City, will kick off the holiday season on Saturday, Nov. 19, traveling its usual path for 110 miles through Appalachia with Santa and his helpers distributing gifts throughout the region. On board will be Grammy award-winning singer Naomi Judd.

The train, which continues a tradition begun by the Kingsport Chamber of Commerce and CSX predecessor Clinchfield Railroad, will stop in 15 towns, beginning in Shelby, Ky., and including Marrowbone and Elkhorn City, Ky., and the southwestern Virginia communities of Toms Bottom, Haysi, Clinchco, Fremont, Dante, St. Paul, Dungannon, Ft. Blackmore, Speers Ferry, Kermit, and Waycross, before arriving in Kingsport.

For 13 years, Food City, of Abingdon, Va., has solicited donations of toys, candy, clothes, and money. At least 50 Food City employees work on the project each year. Last year, the grocery chain received more than 160 individual contributions from across the U.S. and Canada, as well as 50 corporate donations.

In addition, the Kingsport Chamber of Commerce has established a scholarship fund. Each year, one or two graduating high school seniors living along the train's route receive a four-year, \$5,000 college scholarship.

TRAINS On-Line 10-31

Metra engineer insists he's not to blame for September derailment

The engineer who operated the Metra commuter train involved in last month's fatal derailment says he is sorry, but in-

sists the accident that killed two passengers wasn't his fault, according to an Associated Press story on Chicago TV station WBBM.

Mike Smith maintains that signals never indicated he was approaching a switch on Chicago's south side the morning of Sept. 17 and gave him the "all clear" to continue traveling near the 70 mph speed limit.

"With clear signals come a clear conscience," Smith said in the AP report Monday.

But National Transportation Safety Board (NTSB) investigators have said signals appear to have directed the engineer to slow to 10 mph to change tracks just before the derailment. Instead, the train hit the crossover at 69 mph, causing it to derail, according to the NTSB.

"I'm saying one thing; technology is saying another," Smith said. "It gets to a point of who are you going to believe?"

Smith said by the time he realized the tracks had been switched, it was too late. "I was already on top of [the crossover], all I could do then was just brace. That's all I could do," Smith said. "I just rode it. I didn't say anything. My mind was just blank. I just rode it."

Smith remains on unpaid leave while Metra investigates his role in the derailment. NTSB officials interviewed the 41-year-old engineer the day after the accident, but have refused to release details of the discussions.

Smith said Monday that he answered "no" when NTSB investigators asked him if he had been distracted, blinded by the sun, or coached to say he only saw green track signals.

Jane Cuthbert, 22, of Oak Forest, and Allison Walsh, 38, of New Lenox, were killed in the derailment and more than 80 others were injured. At least 40 lawsuits have been filed against Metra on behalf of the victims.

"I can say I'm sorry even though I had nothing to do with it," Smith said.

TRAINS On-Line 10-11-05

Wheel Report

CP AND INDIANA RAILROAD - Canadian Pacific Railway announced today it has executed an agreement to sell its 92.3-mile track from Fayette, which is near Terre Haute, to Bedford, Ind., to Indiana Rail Road Co. The sale of the Latta Subdivision is expected to close in the first half of 2006, pending approval of the U.S. Surface Transportation Board. The sale includes trackage rights over CSX from Chicago to Terre Haute and from Bedford to Louisville, Ky. With the sale, INRD will acquire a connection with Paducah & Louisville Railway Inc. 11-9-05

25 Years Later, Staggers Act Continues To Benefit Railroads And Customers

On October 14, 1980, one of the most successful pieces of transportation legislation ever passed by Congress became law when President Jimmy Carter signed the Staggers Rail Act of 1980. The bill was named for Chairman Harley O. Staggers (D-WV) of the House Energy and Commerce Committee, where the legislation was drafted. Before Staggers became law, the nation's rail freight network was at a crossroads. More than 20 percent of the industry had gone into bankruptcy over the previous decade. Earnings averaged less than 2 percent on investment. Rates were rising faster than inflation. Deferred maintenance was mounting as accident rates soared. Market share was in what seemed to be a never-ending downward spiral. With the Staggers Act, Congress chose to tackle the root problem: an unresponsive regulatory system that made it virtually impossible for railroads to respond to the disciplines and opportunities of the marketplace. The act was passed and the rail industry has rebounded amazingly:

- Productivity has tripled.
- Intermodal traffic has almost

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Amtrak President David Gunn Fired

Statement from Rick Harnish, Executive Director, Regarding Termination of David Gunn Earlier today, the Amtrak Board announced that it had terminated David Gunn as President and CEO. David Hughes, Chief Engineer, has been named Acting President and CEO. The board currently has four members appointed by President Bush, including Jeffrey Rosen, General Counsel, US Department of Transportation. Two board members are recess appointees whose terms will expire when Congress breaks for winter recess. The board also has three vacancies. President Bush has not identified candidates to replace the departing members nor to fill the vacancies.

The Association views this action as a threat to the development of fast and dependable trains linking the entire Midwest. It will be extremely difficult to find a replacement for Mr. Gunn given the Administration's current policies and tactics related to intercity passenger trains. No one will be able to turn Amtrak into a world-class railroad without a true commitment from the President and Congress to invest in America's future. Our failure as a country to invest in fast trains is hurting our economy. Business travelers in China, Korea, Spain and a host of other countries are paying much less for transportation and getting to their destinations faster than Midwesterners. The gap will only widen as competition for oil intensifies. Americans should not allow the administrations excessive focus on Amtrak management to obscure its own long-standing failure to develop a sound federal transportation policy. Fussing with the organizational chart is just a distraction. Absent a meaningful mobility policy, and the funding and leadership to support it, Amtrak will continue to endure the futile exercise of periodic management turn-overs. The Midwest High Speed Rail Association 11-9-04

Editor: Last spring I heard David Gunn speak at the Friday rail session at the University of Illinois. I was most impressed with his candor and his love for railroad-

ing. He turned the company around and was making roads toward it recovery if Congress would let him. He had the respect of his employees and had cut the fat from Amtrak. One of our engineers came from Conrail and knows many of the guys that went to Amtrak. They had said it was a relief to see the corporation moving forward and having someone that really had an interest in getting Amtrak to a class system. As we all know, politics plays a big part in government and the administration has been looking to get rid of Amtrak for some years. It would appear to the writer that if no one of David Gunn's caliber takes up the charge it is just a matter of time before the system is cut apart and thus will not survive as we know it. If you are planning travel by train I would strongly suggest you do so over the next couple of years as the end for trains across this great country may soon disappear.

Continued from page 4
quadrupled.

- Market share has increased.
- Rates have declined by more than half, yet earnings have improved sharply.
- A third of a trillion dollars in private capital has been invested to maintain and improve tracks, signals, communications systems, freight cars and locomotives.
- Accidents are down by two-thirds.
- And rail service is good enough to meet the just-in-time demands of the 21st Century economy.

U.S. freight railroads move more freight than any other rail system in the world; more, in fact, than all of Europe's railroads combined, and they do it at lower rates as well. As a recent study by Clifford Winston of the AEI Brookings Joint Center on Regulatory Studies put it, "The inefficiencies created by rail regulation put a stranglehold on the industry that prevented it from competing effectively." He called Staggers "a rare win-win for consumers and industry."

AAR Insider Newsletter

Cumbres & Toltec commission in search of a new operator

The Cumbres & Toltec Railroad Commission, manager of the Cumbres & Toltec Scenic Railroad, which is owned by the states of Colorado and New Mexico, received word Monday that its contracted operator, Rio Grande Railway Preservation Corp. (RGRPC), has chosen to accept the option of terminating the management agreement effective Oct. 31.

"It is time to step aside and allow the Commission and the states of New Mexico and Colorado to find a more prudent method of running the railroad," stated Kim Smith, General Manager for the RGRPC. "The chronic funding issues were paramount in our decision to make the determination to accept the option to terminate. Coupled with questions regarding the Commission's ability to provide adequate liability coverage for RGRPC, we feel it is in the best interest of the railroad to give the Commission the opportunity to revamp the business model that is currently used to operate the railroad."

The termination of the contract was effective Nov. 1.

"We are currently gathering documents and information to turn over to the Commission for a smooth transition. We will keep the corporation active as we all work together toward continued service for the railroad" Smith said. "It is RGRPC's desire for the railroad to have a successful 2006 season, and our exit will be professional and orderly."

With the operating season over as of Oct. 18, visitors and passengers were not affected by the decision to terminate. C&TS closed the year with three active 2-8-2's,

484, 487 and
488,



now being worked on at Chama for the 2006 season. The passenger cars are stored at the east end of the line, in Antonito, Colo.

The C&TS Railroad Commission consists of 2 New Mexico Commissioners and 2 Colorado Commissioners, all appointed by their respective governors.

According to one RGRPC officer who spoke to Trains Magazine on condition of anonymity, "We were tired of begging for money all the time, and then getting only one-third of what we needed. I'm sure the C&TS will open on time next year with a new operator, or maybe even the commission itself will be in charge. We just don't know the answer anymore. Maybe privatization is a way to go."

Via TRAINS On-Line 11-4

Locomotion for October 2005

Welcome to another edition of Locomotion. This will likely be last one of 2005 as I will miss about six weeks of work owing to some surgery scheduled for October 13th. Unless I get a great deal of new info in a short time when I return to work around Thanksgiving, I'll probably save what I do obtain until next January. The only exception might be the delivery of new motive power. If I can get numbers, I'll put them out.

The repainting of IC SD40-2's into CN colors continues (unintentional alliteration there). The 6127 received a fresh coat of paint this past summer. It got a new coat of IC black in 1997 and still looked pretty good before getting the still newer paint. Considering how ragged some of our motive power looks, it seems this one could have waited. The 6129 received CN paint May 05. Thus far, I've yet to spot a 6000 series SD40R repainted into CN colors. Perhaps this is a sign that these units might be on the short list. No word yet on any replacement units being ordered or tacked onto the current order of SD70-2's to make up for the four SD70's that were destroyed in the wreck in Anding, MS this past summer.

CN has leased several IC SD40R's as well as some WC SD45's to CSX. I don't have a list of numbers though.

The renumbering of long-term lease GCFX SD40-3's into WC 6900 series units continues slowly. GCFX 6038 to WC 6908 on 4/14/05, GCFX 6056 to WC 6926 on 12/30/04, GCFX 6074 to WC 6944 on 4/22/05

The order of SD70-2's from EMD will begin in December. They will initiate a new number series as the 8000-8024. No word yet on whether they will be assigned to one of the US affiliates (IC, WC, DWP or GT) or be CN proper units, so no word yet if there will be sub lettering on them.

Word on the streets says that the ES44DC's coming from GE will be delayed. They were supposed to be delivered in fourth quarter of 05 but now will be after the New Year. I am hearing that CN is also rather upset about the delay. Haven't learned the number series of these units, but I am figuring they will follow the Dash 9's as there will be no need to renumber any existing power to make room for them.

After gaining approval from the FRA, CN is now using computer generated blue cards on all their locomotives. There no longer is the need to have the mechanical department employees actually sign their names to the card. This is now all done through the computer. The employees responsible for the testing and inspections along with the supervisors that verify this information now have special computer accounts and enter all information in this manner. The computer stores the information and then prints out a new card when requested. Should a card be lost, damaged or destroyed, a copy can easily be retrieved from the system and printed out immediately. They are still the standard blue color and size unlike the larger computer paper white version that UP uses. In looking at the back of the card, in fine print you'll see the names and some type of numbers of those employees whose names appear on the front. This must be some sort of verification of their electronic signatures. The signatures are merely their names printed out as opposed to an actual copy of their signatures electronically stored.

CN 9547 received a remanufactured prime mover over the summer. This means that this GP40-2W will likely remain on the roster for another ten or fifteen years or longer. The replacement prime mover carries number 98-03-8005. It is a 16-645 E3B model and was remanufactured 8/05 by VMV. The exhaust emissions tests were verified by GE.

I had two different SP AC4400's this past summer as part of my motive power consists. They were both still pure Southern Pacific units getting none of the UP patch kits. They were the 167 and 187.

RTEX 8161, what appears to be a former CP Rail switcher bounced around Markham in transit to somewhere this past week. It has an attractive fresh green and white paint scheme. It was delivered to us from CSX so I am guessing it came from NRE Dixmoor. The frame numbers were not visible at all, so I could get no information on this unit.

I set a career best on 30 September 05 with a 204 car train. It was our 331 train of this date on the 32-mile leg between Markham and Glenn Yard. For power I had the WC 3018 and GT 5941 (GP40/SD40-3). That was it. And for added enjoyment, I discovered the dynamic brake on the 3018 was defective. It dropped its load above 400 amps rendering it pretty much useless. The 18,900-ton train needed far more than the braking effort of the 5941 so I was forced to use the air for braking instead. It takes a long time for 11,800-foot train to release so this made for a slow go. I never got the speed of the train over 31 MPH. We got held for a short period of time at 16th Street in Chicago (Metra Rock Island crossing). The lay of the land here is lots of curves and undulating territory of short ascending and descending grades. Starting a big train here with sufficient power is interesting and sometimes a bit challenging. This train was nothing short of an adventure but I got it done without any problems other than a struggle. It struggled and the laws of gravity were doing their part but in the end I won. There was no burned rail, no break in two, no having to take slack and no help from another train to shove us.

From Northwest Indiana, Tuck

