

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.

OFFICERS FOR 1997 - Our 29th Year

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

Volume 29

October 1997

Number 9

Coming Events

October 16, 1997

Monthly meeting at Cooke's Business Products on N. Vermilion Street beginning at 7:30 PM.

October 18 & 19, 1997

Work session at Rossville - see Next Meeting for details - 10 - 4 pm

October 24, 25, 26 & 31

Ghost Trains at Monticello Railway Museum, trains run 7:00 pm to 9:30 pm, every half-hour, \$4 and \$3.

November 7-9, 1997

Fall NRHS Board Meeting - Dearborn, Michigan.

November 9, 1997

Great Midwest Train Show at Wheaton, DuPage County Fairgrounds, 10-4

November 16, 1997

Central Illinois Train Show, National Guard Armory, Bloomington, Illinois 9 to 3.

December 7, 1997

Annual Dinner at the Pizza Inn- Gilbert and Williams Street - 12 PM to 4 PM, program announced later.

Next Meeting

The next meeting will be October 16, 1997 at the offices of Cooke Business Products. We will meet there until December, the annual dinner month. We may be changing after the first of the year.

We welcome a new member to the chapter, actually a transfer from the C. P. Huntington Chapter - Richard Short, PO Box 704, Danville is a new member in the area. Richard works for CSXT and transferred to Danville to cover the shortage of train service employees. We welcome him to the area and hope he finds time to attend meetings.

A work session has been scheduled for October 18 and 19. There is still work to do on the building. We have more tuckpointing to do on the outside and

Continued on Page 2



Notes from your Editor:

Each chapter editor publishes a newsletter, sends it to members and then wonders if anyone reads it. Members show up at the meeting so you begin to know that some read the issue, or at least remember the meeting.

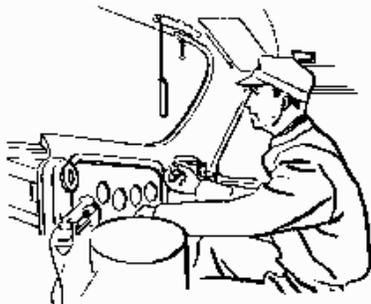
However, every once in a while the editor receives a compliment from a reader and you know that some are actually taking time to read the newsletter you struggled to get out. This past month I received a letter from member, and friend, Art Altstadt of Villa Park. Art always lets me know every so often that he enjoys the newsletter and compliments me on the fine job we do. Art, I appreciate your comments and I'm glad you, along with others, enjoy the *Danville Flyer*.

Speaking of the newsletter - I could use some news from some other members. Drop me a note, or send me a E-mail and we will put it in print.

All of you should know that without Doug Nipper getting the electronic mailing of the newsletter, adding photos and printing the newsletter out with the laser jet, you would not have the find publication that you read. We also thank John and Allen Cooke for use of the Cooke Business Products facilities for printing the newsletter.

As editor I would like to try more art work and spice up the newsletter, however, the time that work takes prevents me from trying new ideas. This fall I will be stretched very thin and you will see that more articles are copies from other publications. That is the reason that I ask for members to send some news - I need the help.

Rich



Dr. Raymond Wood 1924-1997

Raymond Arthur Wood was born on November 28, 1924 in Thrall Hospital in Middletown, New York, less than half a mile from the New York, Ontario & Western Railway's massive brick station building on Wickham Avenue. His family lived for a short time in Brooklyn, but returned to Middletown when Ray was in his teens, about the time that his father died.

Raymond served in the Navy. He received his Bachelor's degree from Mount St. Mary's College in Maryland, and his Masters from the University of Notre Dame in Indiana. He returned to Notre Dame for his Doctorate.

Dr. Wood had begun his service to NRHS in 1977 when he was elected Northeast regional Vice President, a post he held for ten years. He regularly attended NRHS Board meetings, never failing to speak his mind on controversial issues. In 1985 he was appointed to serve on the NRHS Long Range Planning Committee. For a decade, the lengthy report which this committee produced has been the basis for improvements to NRHS operations and services.

During his seven years as NRHS' President, Dr. Wood established a staffed National Office in Philadelphia, developed a program of issuing grants for worthwhile rail preservation projects, established a National Convention Committee to oversee the annual conventions, and brought in new volunteers to provide improved NRHS services to its chapters and members.

Until the Ontario & Western Society's Archives Center was established in 1990, Ray's modest home on Wawayanda Avenue in Middletown served as the "headquarters" of the O&WRHS, and its Archives and Society records were stored in his basement.

After leaving his NRHS position in 1994, Dr. Wood resumed attending O&W Society meetings, and was an active member of the Society's Archives Committee

from 1996 until his death on September 1, 1997 as a result of complications from cancer.

The funeral service was held on September 4 at St. Joseph's Catholic Church in Middletown. Pallbearers included NRHS National Secretary Bruce J. Hodges, O&W Society National Director David A. Ackerman, Ulster & Delaware Chapter National Director Donald F. Bishop II, and Michael L. Burshtin, the husband of NRHS Office Manager Lynn Burshtin. Mr. Burshtin also read portions of scripture during the service.

The procession from the funeral home to the church, a distance of less than a mile, passed by the site of Dr. Wood's birth as well as by the Ontario & Western's Middletown station.

Dr. Wood's final resting place is toward the rear of St Joseph's Cemetery, just a few feet from the tracks of the Ontario & Western Railway which he loved so much.

Dr. Wood left no family in the usual sense, but his large "family" of Ontario & Western Society and NRHS members

Next Meeting - continued

need to put the downspout back up again. We have two interior wall sections that have gotten very bad and we need to spend a couple of days making repairs. This work should be completed before cold weather.

CHAPTER PICNIC - five of us were at the museum for the picnic. Thanks to Larry for his usual fine cooking of hot dogs - takes a real art. Next year we plan to have the picnic on Sunday and maybe have better attendance.

Note that we have set up the annual dinner for December 7. We will meet at the Pizza Inn again. We are planning the program at this time - set this date on your calendar now.

UP Service Recovery Plan - filed with STB

OMAHA, October 1— Union Pacific Corporation said today that its subsidiary, Union Pacific Railroad, has unveiled a Service Recovery Plan aimed at eliminating congestion and restoring normal service across the nation's largest rail system.

In a quarterly report filed with the Surface Transportation Board (STB), Union Pacific (NYSE: UNP) spelled out a series of actions that will move as many as 40,000 cars off the railroad and generate the equivalent of 400-600 locomotives for service recovery. The actions encompass train operations and yard activities throughout the UP system.

We have left nothing to chance in this plan, said Dick Davidson, Union Pacific Corporation Chairman and Chief Executive Officer. Throughout the organization there is every confidence that it will produce steady improvements over the next several weeks.

Among the actions:

- Temporarily divert certain traffic over other railroads throughout the western two thirds of the United States, including the Burlington Northern Santa Fe, Illinois Central, Kansas City Southern and a number of regional and short line railroads.

- Release selected traffic to other railroads. As an example, to free up congested lines the BNSF will operate several unit coal trains between the Powder River Basin in Wyoming and Texas.

- Divert trains from heavily-traveled routes along the Southern Corridor to other lightly used lines.

- Reroute trains around congested terminals by using satellite yards to handle switching. This will create additional track capacity at major yards in Texas, California and Nebraska to make room for the backlog of trains clogging main-

lines.

- Suspend some unit coal trains. In addition, eliminate four unit coal trains between the Powder River Basin and Mexico and reduce export coal shipments from Utah to the Southern California ports.

- Reposition up to 600 locomotives — the equivalent of total UP locomotive purchases between 1995-97. To accomplish this, fewer trains will be operated, shorter trains consolidated, locomotives leased, repairs expedited and the number of engines reduced on most intermodal trains.

The Service Recovery Plan was the end product of the most intensive service review in railroad history attended by company managers from across the 36,000-mile system. Problems at every major yard and rail corridor were identified and remedies were devised. No solution, no matter how unconventional just a few weeks ago, was beyond consideration, said Davidson.

The railroad told the STB in its filing that service within the railroad's Central Corridor, roughly stretching from Chicago to Oakland, should return to acceptable levels within 30 days. Service in the Southern Corridor running from Memphis and New Orleans through Texas and into Southern California should be back to normal within 60 to 90 days. Once this occurs, UP will begin to restore services that were temporarily withdrawn.

The service recovery effort is expected to adversely affect Union Pacific Corporation's financial performance for the remainder of 1997, and could lower earnings in first quarter 1998 as well.

While third quarter 1997 earnings are expected to be approximately 10-15 percent above last year's pro forma \$.79 per share, this is lower than the increase previously expected by the company, and excludes one-time merger implementation costs as well as the gain from a real estate - related transaction.

Based upon preliminary estimates of the costs associated with the recovery plan,

and the recovery timetable as filed with the Surface Transportation Board, the company estimates full-year earnings(excluding one-time merger implementation costs) could be up approximately 5-10 percent versus 1996 pro forma earnings per share of \$2.71.

"Everyone at our company is working hard on restoring service to levels that will satisfy your customers", said Davidson. "We feel strongly that the major actions outlined in our recovery plan will allow this to happen and that customers will once again be offered the best possible service on Union Pacific."

Other highlights of the STB filing:

The railroad reinforced its commitment to working with the Federal Railroad Administration and rail unions to address safety concerns. UP/SP has fully accepted FRA's challenge to empower its operating employees and instill a stronger focus on safety throughout the organization, the 5Th filing said.

Union Pacific said the schedule for implementing its computerized Transportation Control System on the former Southern Pacific has been advanced by several months and will be entirely completed by March 1, 1998.

(This press release contains forward-looking statements within the meaning of the Securities Act of 1933 and the Securities Exchange Act of 1934. This information is based on facts available at this time, and is subject to risks and uncertainties that could cause actual results to differ materially from those expressed above. Important facts that could cause such differences include, but are not limited to, whether the Service Recovery Plan described above achieves its goals, industry competition and regulatory developments, natural events such as severe weather, floods and earthquakes, the effects of adverse economic conditions affecting the Company's shippers, changes in fuel prices and the ultimate outcome of environmental investigations or proceedings and other types of claims and litigation.)

*News Release from Union Pacific
Home Page- via Internet*

Big crowds mark EMD event

The Electro-Motive Division of GM's open house at its McCook (Ill.) plant on Sunday, September 21, marking the firm's 75th anniversary, was a success on three fronts: pleasant, partly cloudy weather; large crowds; and big sales of memorabilia and other items. Crowds estimated at 25,000 to 30,000 showed up. EMD and *TRAINS* Magazine sold memorabilia items and EMD-related products.

Even the displayed diesel lineup had a surprise when new Long Island passenger locomotive 401 was present, joining EMD's SD9OMAC 8204, new CSX SD7OMAC 701, and five historic locomotives:

Belt Railway of Chicago cow-calf 501-510; Glenn Monhart's Atlantic Coast Line E3 501 and ex-Bangor & Aroostook BL2 52, and Illinois Railway Museum's Chicago & North Western GP7 1518 (the first Geep) and Burlington ES 9911A and its "Nebraska Zephyr" trainset.

Available for visitors was a tour of the Engine Plant (no cameras allowed) which was not open in 1989 for the FT 50th anniversary open house, when 16 locomotives visited. EMD still builds most components at McCook but assembles them in London, Ontario. To illustrate this, Milwaukee-based Super Steel displayed two hood sections mounted on flatbed trucks.

For the kids, Illinois Central had a "safety train" ride, actually a truck disguised to look like a locomotive with two rubber-tired trailers, one modified to look like a caboose; there was also a model railroad display. Could this have been the last big public event for the historic plant? Much of the grounds are for sale, and Vulcan Materials reportedly covets the property for expansion of its limestone quarry across 55th Street.

Via TRAINS On Line - 9/25/1997
Ed: for those of you with on-line access check out Railpace magazine at www.railpace.com for story and photos.

CP orders more A.C. diesels

Canadian Pacific is purchasing for fall 1998 delivery 60 General Motors SD9OMAC diesel locomotives of 4300 h.p. that are upgradable to 6000 h.p., and 80 AC440OCW's from General Electric. This will increase CP's AC total to 304 units, given the 83 GE's from its first order a couple of years ago and 101 from a current GE order being delivered. In placing the SD9OMAC order, CP canceled its order for 20 SD8OMAC's. Contrary to several reports, CP did not pick up an option for 30 units remaining from a canceled Conrail order. Further, CP expects to order an additional 20 locomotives from an unspecified builder for early 1999 delivery.

GE began delivery of CP's current AC440OCW order in mid-October, and they'll be arriving in Canada in groups through Buffalo off Norfolk Southern. The current series is Nos. 9583-9683.

Via TRAINS On Line News Wire - 9/24/1997

I&M trackage rights to UP

Illinois & Midland Railroad, the Genesee & Wyoming family successor to Chicago & Illinois Midland in central Illinois, has agreed to grant overhead trackage rights to Union Pacific from Milepost 75.4 at Barr, Ill., near Athens, to Milepost 85.1 at Ridgeley, near Springfield, in Menard and Sangamon Counties.

The purpose is to allow UP trains on the former Chicago & North Western "Southern Illinois" route from the Peoria area to gain access at Springfield to UP's former SPCSL line, the old GM&O (and current Amtrak) route linking Chicago and St. Louis. This will allow UP's planned abandonment of the ex-C&NW from the Barr junction south to Girard, Ill.

Via TRAINS On Line - 9/25/1997

Regional W&LE threatened by Conrail deal

A petition by the 580-mile Wheeling & Lake Erie, a 1990 spinoff from Norfolk Southern in eastern Ohio and western Pennsylvania, was the most dramatic filing among 15 to the Surface Transportation Board prior to deadline last week regarding the proposed Conrail split by NS and CSX, the Journal of Commerce

reported.

W&LE says it faces a 25 percent revenue loss and possible bankruptcy in the CR split, and if negotiations with NS and CSX to preserve its markets aren't successful, W&LE will seek to be included in the carve-up.

Last week's filings are the first formal signals of changes that other railroads, customers, and public agencies will seek to the CSX-NS acquisition plans. Specific requests for conditions from any interested party are due October 21. All carrier filings were by short lines except for Illinois Central, which wants to purchase several miles of track in Memphis along its main north-south route that it now uses on CSX trackage rights, and wants rights on almost 300 miles of CSX between southern Illinois and Cincinnati to connect with NS as an alternative to a commercial agreement that IC claims CSX refuses to negotiate. IC also seeks a stake in the Indiana Harbor Belt at Chicago.

Wheeling & Lake Erie, never a huge profit-maker, said it faces bankruptcy within a year "without significant new pro-competitive shipper access." Including a railroad that was not part of the merger case presented by the applicants is an unusual request, the main exception being the forced inclusion of the bankrupt New Haven into the new Penn Central at the end of 1968.

CSX and NS in their Conrail purchase application said W&LE would lose \$1.4

million in revenue from the Conrail sale, but W&LE claims \$10 million. W&LE's CEO Larry Parsons said he is negotiating with NS for new market access.

TRAINS News Wire, 9/4/1997

Wheel Report

FRA FEDERAL FUNDING - A dozen short line and regional railroads in the northern plains states were awarded through FRA a total of \$18 million to restore and repair track and structures damaged by floods in the region earlier in 1997. The money was part of a special multi-billion-dollar federal package to aid the stricken states. The recipients: Northern Plains Railroad, \$5.18 million; Dakota, Minnesota & Eastern, \$1.94 million; Dakota, Minnesota Valley & Western, \$1.61 million; Red River Valley & Western, \$1.14 million; I&M Rail Link, \$983,920; Twin Cities & Western, \$509,746; Sisseton-Milbank, \$457,742; Minnesota Central, \$395,688; Dakota Southern, \$387,571; D&I Railroad, \$271,208; Minnesota Northern, \$106,585; and Nobles Rock, \$78,740. South Dakota received \$4.9 million to repair state-owned trackage, most of it operated by BNSF. Via TRAINS News Wire 9/4/1997

NRHS 1998 CONVENTION - The very-successful 1997 convention is barely over, but it isn't too soon to pre-register for next year's convention, sponsored by the Central New York Chapter. The convention will be held from July 8 to 12. Among the rail trips being planned are:

Several inbound trips along different routes from New York to New Jersey,

A diesel-powered excursion into the Adirondack Mountain foothills

A steam-powered excursion along the NYS&W (former Lackawanna)

Rare mileage trips along the Owego and Harford RR and on the Finger Lakes Railway.

To pre-register, send \$15.00 (\$20.00 after January 1, 1998) along with your name and address to: CNY NRHS, Box

229, Marcellus, NY 13108. Checks should be made out to 'CNYNRHS, 1998 Convention.' Discount rooms for \$75 per night will be available at the Radisson Plaza hotel in Syracuse.

For more information write the chapter at the above address, send an E-mail at CNYNRHS@aol.com, or visit their web site at <http://www.rhhistorical.com/cnynrhs>

ALASKA RAILROAD has ordered two SD70MAC's from EMD. Delivery is scheduled for early 1999. This purchase represents the first phase of a transition to a new fleet to be completed over the next five years, including purchase of an additional eight 70-Mac's.

WISCONSIN CENTRAL will repaint two former Algoma Central GP 40-2's. Nos. 3026-27, will be painted in a special commemorative scheme, one for the railroads 10th anniversary October 11, 1997, the other for the state of Wisconsin's sesquicentennial. The latter will be available for display for "sesqui" celebrations of on-line communities in the state next year. Both units, which began as Milwaukee Road motive power, are being primed at the Wisconsin & Southern shop in Horicon, with finish coat applied by WC.

NS, IC and SOO Revenue Adequate

Three railroads—Norfolk Southern, Illinois Central, and Canadian Pacific's Soo Line—have made the Surface Transportation Board's list of "revenue adequate" carriers whose net profits exceeded the cost of providing capital for the industry during 1996. Critics assail the finding of revenue adequacy, reports the Journal of Commerce, saying the formula used by the regulators favors the carriers and does not reflect the financial power of railroads, which are earning record profits and raising billions of dollars in capital markets.

According to the STB formula, IC's return on investment was 15.2 percent, NS's 13, and Soo's 23.5. The cost of

capital for the railroad industry in 1996 was about 12 percent.

IC and NS were listed as revenue adequate last year. Soo reported net income under STB's formula as \$161 million, although a spokesman said one-time charges reduced actual net income to \$45 million on revenue of \$669 million. The STB is required by statute to calculate revenue adequacy annually. Other big Class 1's—BNSF, CSX, Conrail, Kansas City Southern, and UP—had NROI between 7.2 and 8.9 percent.

Becoming revenue adequate means STB can limit rate increases on rail traffic subject to its jurisdiction through tariff filing, although over 80 percent of rail traffic moves under contracts not regulated by the STB. In a written opinion, Commissioner Gus Owen renewed his plea to change the formula. "But for the determination of 'adequacy,' which is based, I believe, on methodologies that are outdated, no one really doubts that the industry, as a whole, is doing far better economically than our determinations suggest. This annual ritualistic application... results in no more than a mere illusion of a carrier's economic vitality. I am not convinced whether the government or the industry should be expending valuable resources addressing the issue."

TRAINS News Wire 9/4/1997

Canadian Pacific unveils new logo

Once again, Canada's second-largest rail system wants to be known as Canadian Pacific Railway, or CPR, not "CP Rail." With its unveiling of a new logo in Calgary, Alberta, on September 14, CPR took on a modified look. Locomotives are still to be red, but with the huge new logo and "Canadian Pacific" on the sides.

The logo embodies several historic elements from CP emblems of the past. In shades of gold, a circle (representing a locomotive wheel) surrounds a shield, on top of which sits a beaver (standing for teamwork) and below which is a banner

reading "1881" (the year the company was founded). For a glimpse, see CPR's website at www.cpr.ca.

Further, CPR—as it did a generation ago when the "multi-mark" image was introduced to replace the beaver and shield—is painting a train to tour the system for employees. "We're rolling out our new Canadian Pacific Railway identity," the railroad announced. "Help us celebrate 116 years of business and our new look. If you're a CPR employee, immediate family member, or pensioner, you're invited to tour the railway's 'Logotrain' at a railway center near you for the local unveiling of the new corporate logo. Two display cars will be open for viewing from 8 a.m. until 8 p.m. at each location."

The display cars, numbered 80 and 81, are coupled to freshly painted GP38-2 No.3069. Aside from the new image "commercial," exhibits in the two cars include a safety display and a locomotive cab mock-up. Because the display must be staffed, the Logotrain also includes a business car for en-route lodging and display-site entertaining.

The Logotrain began with displays at Medicine Hat, Hat., and Moose Jaw, Sask., on September 16 and 17, respectively, and is working eastward. The train was to be in Bensenville Yard on October 8 and Minneapolis on Oct 10-11. (Ed: No trip was made to southern Indiana.)

Via TRAINS On Line - 9/25/1997

BNSF to acquire 409 Locomotives in 1998

Fort Worth, Texas, September 24, 1997—The Burlington Northern and Santa Fe Railway Company (BNSF) today announced that it plans to acquire a total of 409 road locomotives in 1998 to meet the increasing demand for rail transportation. Up to 27 of the units can be acquired in 1997.

For 1998, BNSF has ordered 252 Dash 9-44CW locomotives from General Electric Transportation Systems (GE)

Union Station's Grand plan is off Track

Indianapolis, IN. - Summer dreams for Union Station developer Robert Borns and his partners appear to be fading.

The group, which in March won the right to redevelop Union Station, spent the past few months pondering more ambitious plans than initially proposed, including talk of luring a posh Hilton hotel, city officials said Wednesday August 20, 1997. The original proposal called for expanding the Crowne Plaza Union Station hotel (Holiday Inn) to include suites, some retail space and restaurants. Work was expected to begin by June and be completed within a year. Grander plans envisioned by the group included possibly using Union Station's Grand Hall as a hotel lobby and expanding hotel rooms into the area slated to become parking, Snyder said. About \$940,000 in roof and other repairs are scheduled to begin in three weeks. They are the first of nearly \$3.5 million in planned repairs to be paid for by the city. Union Station still receives about \$50,000 each month from the city for utility and other costs, but the amount is shrinking, Snyder said.

The Great Train Store recently moved out and is planning a Thanksgiving opening in nearby Circle Centre Mall. Since the new mall opened, attendance has dropped daily, in favor of the upscale shopping mall.

Via Dayton Ties & Tracks

and 157 SD70 MAC locomotives from General Motors Electro-Motive Division (EMD). In May 1997, BNSF had announced plans to acquire at least 28 of the GE units and 105 of the EMD locomotives in 1998. During 1996, BNSF acquired 227 locomotives and will take delivery in 1997 of 232 units.

"By year end 1998, BNSF expects to have approximately 3,800 road locomotives, about one-fourth of which will have been acquired during the past three years," said Robert D. Krebs, BNSF Chairman, President and Chief Executive Officer. "We want to have enough power to meet the transportation demands of all of our customers — coal, grain, intermodal and carload — at the same time," he added.

"By increasing our road fleet to this size, we will also have the flexibility to reduce our short-term leasing of locomotives as well as maintenance costs on units whose availability is well below the daily average of 90 percent that we seek," Krebs pointed out.

Each GE Dash 9-44CW locomotive generates 4,380 horsepower using direct current (dc) traction motors. The EMD SD70MAC units generate 4,000 horsepower, using alternating current (ac) traction motors. Both models have electronic

brakes, distributed power capabilities and provisions for electronically controlled train brakes. The GE units have integrated functional control electronics, while the EMD locomotives have isolated cabs, self-steering radial trucks and integrated cab electronics.

Deliveries of both locomotive models will begin in January 1998.

Via BNSF News Release - Internet

Railroad Park in Rochelle

In Rochelle, Illinois, about eighty miles west of downtown Chicago, is the "double diamond" crossing of the Burlington Northern Santa Fe (Ex - BN) and the Union Pacific (Ex-CNW). The crossing annually attracts thousands of railfans who come to view some of the 120 plus trains that pass through this small town. In recognition of Rochelle's railroad history and in order to insure the safety of the trackside observers, the town will build a Railroad Park at the crossing. To be completed by year's end, the park will include a covered, all-weather observation tower, visitors center and museum, a recreation of a famed hobo "jungle" that existed here in the 1930's,

and eventually a showcase for the Whitcomb locomotives once manufactured here.

Eventually, the town will offer tours of localsights, including the CN&W and CB&Q depots, the former railroad stock yards, the former Whitcomb factory, and a Palmer-Martin automobile. (also made in Rochelle in the early 1900's), a precursor of the famed Checker cars and taxicabs. The Whitcomb factory produced 3,258 small, gasoline powered locos and 2,054 small diesels between 1906 and 1946. A donor has purchased a 1928 vintage, 14 ton gas switcher for eventual display at the Rochelle Park. All this is being financed by an \$82,000 grant from the Illinois Bureau of Tourism, plus matching funds from a local hotel tax.

From the Rochelle Telegraph, via 20th Century RR Club Fast Mail and Blackhawk Chapter.

Union Pacific Problems in Texas

The Union Pacific system in Houston and for 300 or more miles in all directions is near chaos. Trains are taking two and three crews to cover what is supposed to be one crew run (under the old set up), trains get left in sidings two or three days and the situation has deteriorated to the point that the UP has created a crisis management group, set up a 24 hour command center in Houston and pulled in officers from all over the system. I recently saw nine officers being oriented so they could act as conductors, primarily on the former SP. Road foreman are running engines.

It seems that if four of ten new hires stay more than two weeks that is remarkable. Young people today are simply not willing to put up with the conditions railroad management has always expected train crews to live with. They can't hire and train enough people fast enough. Dispatchers are overloaded and continue to lack any visual familiarity with their territories.

I recently made two trips from Houston to New Orleans. The first, via the former

STB to resolve dispute over Amtrak freight rights

The Surface Transportation Board has been asked to settle a dispute between Amtrak and Union Pacific over Amtrak's attempt to increase its volume of freight shipments.

The law creating Amtrak gave it authority to operate passenger trains over the lines of freight railroads. It also gave Amtrak the right to carry mail and express traffic on its passenger trains. In an effort to boost revenues, Amtrak has been increasing the freight it hauls under that authority. UP has argued, however, that some of the traffic Amtrak wants to carry might otherwise be carried in its freight trains. It has also argued that Amtrak would have an unfair advantage in competing for this traffic because under the law, UP has to give priority to Amtrak trains.

The STB has been asked to determine specifically what constitutes allowable express traffic on Amtrak trains.

The STB has ordered UP to continue allowing Amtrak trains to operate over its tracks until the dispute is settled. In the meantime it has ordered UP to generally allow Amtrak to operate trains up to 18 cars long, including a maximum of nine carrying express.

Via AAR Train-It - 10/02/97

MP(GCL), took three train crews to get from Houston to Livonia, now supposed to be a single crew run. (I've made it in nine hours.) The second, via the former SP, took a week to get the car pulled from industry and out of Houston. The train spent the first night at Ames, about three miles east of Devers. It spent the next two nights at Echo, still a crew change point just east of Orange. Once it left there it made a good run to Avondale and delivered promptly to the IC. Track capacity is part of the problem, as are maintenance curfews and slow orders (but the former SP was in deplorable shape).

I heard of two officers who had made a couple of trips, then went directly to the airport when they got back to Houston and went home, saying they had never had to put up with such treatment and were not going to take any more.

Various changes in the works should ease this situation, such as directional running (already in effect between Houston and Beaumont, east on the SP and west on the NP). Realignment of crew districts, changes in home terminals, etc., is scheduled to begin in September. It would be difficult to have trains meet on the SP between Houston and Beaumont; on a recent trip by auto-

mobile I saw a train, w/o crew, in every siding from Dayton east.

The congestion at Laredo is easing, reportedly. The Mexicans are now agreeing to take an average of 550 cars daily rather than the 200 or so they have been taking. As this clears the backlog other terminals should become less congested. The UP and its partners are proceeding deliberately in assuming control of the northwest concession, planning no real changes before next year.

Via Jim Trousedale, Beaumont, TX

RailAmerica buys Minnesota line

A new RailAmerica subsidiary has purchased a rail line centered around Hinkley, MN, from BNSF. The St. Croix Valley Railroad Co. began operations September 1 on 60 miles of line, including 16 miles of trackage rights, and will interchange freight with BNSF at Hinkley. Traffic consists mainly of grains, wheat, flour and intermodal and interchange will be about 4,000 cars a year. The acquisition adds to RailAmerica's three existing Minnesota rail operations.