



These shots are a sampling of the upcoming slide show that Allen Cooke will be presenting at the Oct. 18th meeting of his cab ride on the newest Metra line that runs on the Wisconsin Central (former Soo) from Chicago to Antioch IL.



DANVILLE JUNCTION CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

P.O. Box 1013

DANVILLE IL 61834-1013

"THE DANVILLE FLYER"

FIRST CLASS MAIL

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC, NRHS

The *DANVILLE FLYER* is published monthly by the DANVILLE JUNCTION CHAPTER of the NATIONAL RAILWAY HISTORICAL SOCIETY for its members and other interested persons.

The DANVILLE JUNCTION CHAPTER, NRHS, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$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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Visit our Chapter WWW Home Page On-Line - <http://www.prairienet.org/djc-nrhs/>

Volume 30

October 1998

Number 8

Coming Events

October 18, 1998

Next monthly meeting will be on this Sunday in October at the Pizza Inn, Williams and Gilbert Street beginning at 1:00 PM.

December 6, 1998

Annual Dinner at the Pizza Inn, Williams and Gilbert Street. Details later.

Next Meeting

The next meeting will be Sunday, October 18, 1998, at the Pizza Inn Restaurant, Gilbert Street (Illinois Rt. 1) and Williams Street.

This month Larry will appoint the nominating committee for elections coming

next month. We will also discuss plans for next year for raising money for the museum. As you know by now, we have a higher rent from CSX - thus additional funding is needed to keep the museum going.

DUES - last month the membership voted to increase dues from \$12 to \$15 for 1999. This will help offset the cost of the rent increase plus inflation in general. Dues statements will be sent in the November newsletter.

AUTHOR - We all live in the area of corn fields and it takes a member from Prospect Heights to come up with a model of one.

David Leider has an article published in the October issue of *Railroad Model Craftsman* that describes "planting" a corn field (Bob G take note). The effect is really good and you can almost see the combine working its way thru the field. If we had the room at Rossville we would have Dave come down and plant a field for us. Not much room with the mountains.

PROGRAM - Allen Cooke will present a travel log of his, and his dad's, recent trip overseas. In addition, Allen had a cab ride on Metra in September and will have slides of the trip.

ON THE ROAD Your editor will not be at the meeting this time. I leave on Sunday morning for Chicago via Amtrak, to ride Tony's private car to Oakland and Los Angeles, CA. We will be riding the rear, or somewhere near it, of the *California Zephyr*. Out of Oakland we ride the *Coast Starlight*. I will be spending a day with a



high school friend in the Oakland area that I haven't seen in over 30 years. The November meeting will, I hope, be slides of the trip.

Address change - your editor's new address is 1819 Coventry Drive, Champaign, IL 61822, 217-359-2868.

Editorial:

As you read in the last issue, and the notes about dues increase in this issue, the Chapter has entered another cross roads area. The increase in rent has taken another bite out of the budget that we use to maintain the museum and produce and send the newsletter.

What are our plans? Right now the plans are to pay the bill when it arrives. Could not do anything else at this time. We have a lot of time and money invested in the museum and the chapter to not keep it going.

Comments have been made maybe we should look elsewhere or just give up and move out in a year or so. Maybe this is the opinion of several members but not of your editor. I have been involved in this group since the beginning, some 30 years ago last month. I intend to keep involved until who know when.

Your executive board has been looking at several options and we will continue to gather facts over the next few months. When we have what we feel is a viable option we will present it to the group. Right now our only option was to raise dues by \$3 per year. Lot of money isn't it. Two packs of cigarettes (if you smoke), a six-pack of soda, a trip to McDonalds (if you like that food). In other words, not much of an increase.

About 30 years ago, when we started this chapter, we had good attendance at meetings and work sessions at Catlin (yes we started there) and later at Rossville. One member recalls the turnout for work sessions and trips that we took to Chicago and other rail sites. Now it is hard to get people to come to the museum on week-ends just to have it open. I know we are all busy in our lives, probably much more than we were 30 years ago (a lot older also

Are you an Active Member?

Are you an active member, the kind that would be missed?

Or are you just content that your name is on the list?

Do you attend the meetings and mingle with the flock?

Or do you stay home, and criticize and knock?

Do you ever work on committee to see there is no trick?

Or leave the work to just a few and talk about the clique?

So come to the meetings often and help with hand and heart.

Don't just be a member, But take an active part

Author unknown - from the Lake Shore Timetable

for some of us).

What do we have to do to keep the place going? First, raise money. This is a must and we are looking as some ideas. Each year we have a table at the Urbana show, we have good attendance to assist in sales and make around \$400 or so. Otherwise, the only income is dues and donations at the museum.

We need to look at selling more during the year, some other train shows maybe. We need to sell some of the excess material we have at the museum, such as stock certificates. We have parts of lanterns in the attic not doing any good up there but getting dusty. This year the visitor attendance was down at the museum over Labor Day (as well as through the year). The shops in Rossville have our brochures in display boxes but they are back in corners now instead of on the counter. Next year at the antique market downtown we need to look at setting up a table, putting a display about the museum, selling some items and handing out brochures. Maybe we could get the Historical Society of Rossville to go with us and help their

museum.

All of these ideas need help. We understand that many members live far away from Rossville and are not able to assist. But for those of you that are close, and help sometimes, we need to boost our interest and volunteer to help the museum.

Over the next few months we will be planning for 1999. Lets make next year a better year. Remember, only 1 or 2 days a year will help the museum and chapter for 365 days.

Rick

Rochelle' S Railfan Park Dedicated

At an afternoon ceremony during their Lincoln Highway Heritage Festival on Sunday, August 30, 1998, the city of Rochelle, IL dedicated Railfan Park. The .8 of an acre site is located on the east side of the diamonds between the Union Pacific and BNSF. The city built the park in a response to the numerous railfans that visit the city to watch and photograph trains. The project was financed through an \$81,500 State Tourism grant for a portion of the \$310,000 total cost. The balance was paid for with a hotel/motel tax. Stan Griffith of nearby Ashton purchased and donated the Whitcomb locomotive and the Rochelle Rotary Club constructed the shelter over the engine.

The 7-ton Whitcomb cost \$3,100 in 1928 when it was bought by Connor Brothers of Brooklyn, NY. The locomotive was donated to a museum in Pennsylvania and they had plans to re-gauge it to two feet before they sold it Mr. Griffith and moved it to Rochelle (it is a three-foot gauge as it was built).

Also part of the Railfan Park is a recreation of a Hobo Jungle. Since Rochelle was at the crossing of two railroads, and had canning operations by Stokley Van Camp and Del Monte (large seasonal work forces were needed during harvest), the town was a natural point for a large number of hobos. There is also a stretch of strap rail recreated at the park. When the Air Line Railroad (today's UP) first arrived in

Rochelle in January of 1854, they originally used strap rail. Iron rails replaced the strap rail two years later.

The viewing pavilion now has a scanner and loud-speaker built in so you can listen in for approaching trains. The antenna they are using works quite well. One can usually hear the UP dispatcher talking to trains as they are approaching their crew-change point at Clinton, IA and the BNSF hot-box detectors at Lee and Chana, IL give warning for their traffic before they get to town.

The city of Rochelle is looking for someone to set up and run a hobby shop or some sort of business in the small house located on the park grounds. Although the photo angles are not the best, the city of Rochelle is to be thanked for doing something positive toward railfans. The pavilion and the park is a great location for just sitting down and watching a few trains thunder past. Maybe some other cities can take a look at what Rochelle has done and they too can see the economic benefit of welcoming railfans to their city. The crowd of more than 200 in attendance at Rochelle on August 30 could attest to that.

Via North Western Illinois Chapter

(Ed: Bill D. - you better make a trip to the new park and report back to the chapter)

New Conrail customer

Allen Cooke reports that Conrail has started delivering stone to the former General Motors foundry site in Tilton. The stone comes from Vulcan out of Lehigh, just west of Kankakee, Illinois. The stone is arriving in IC hoppers and 20 cars have arrived to date.

Member Bruce Bird reports the following:

The previous info about the hauling of Vulcan stone out of the Lehigh pit west of Kankakee to Danville for unloading has an update. It seems that when the contractor, MACC Inc., decided to erect the asphalt plant next to the IC yard and haul in the Vulcan stone there (much cheaper, remember) their existing material supplier,

New member Homepage

Member Steve Hankel has a web site that lists his video productions. Check it out, or if you are interested in obtaining one of these fine videos, and you don't have access to the internet, contact Steve at 1215 West Park Avenue, Champaign, IL 61821.

Steve writes, I have just completed the set-up of my West Park Productions website. I have a number of videos available that may interest some of the members of this group. Subjects include the 1992 Independence Limited (N&W #611-Tipton, IN to Tilton, IL), The 1993 Golden Challenger excursion (#3985 on the former C&EI-Chicago to Findlay, IL), and the 1996 break-in runs of C&O #2716 (Logansport, IN to Gilman, IL). I will be re-editing the Fort Wayne Flyer video soon (1991 N&W #1218 on the former NKP-Chicago to Fort Wayne, IN).

Please visit the site at : www.soltec.net/westpark

Material Service out of Fairmount, got a bug up their ass and told MACC that they would not sell stone to them. This is ironic since MACC has had an asphalt plant on site at the Fairmount quarry for years! This left MACC with an asphalt plant right next to a quarry that they could not get stone from. They were forced to begin hauling stone in from Vulcan to supply this plant and they struck a deal with the developer on the old GM site in Tilton to build a materials yard. After this season the asphalt plant will be moved from Fairmount to Tilton.

An interesting aside to all of this is that MACC and Vulcan haphazardly fell into an agreement whereby MACC is acting as a supplier now, selling the Vulcan stone to anyone. It is of a higher quality and is cheaper due to the savings in rail transport. It looks like Conrail/CSX has picked up a long-term customer in Danville.

Bruce

Conrail Acquisition?

Though nothing has come official yet, both railroads are taking it easy and deliberate, friends at NS indicated they are looking at April 1 of 1999. Word is coming through the pipeline that both railroads want to go through the first quarter of 1999 before taking over Big Blue. Needless to say, employees of all three will be suffering over the next 6 months. Main delay is the computer systems and splitting all of Conrail's systems between the two carriers, a major task. Another delay is getting all trackwork complete that was presented to the STB.

As soon as we learn the official date we will let you know. In the mean time better get those photos of Conrail in your favorite places. An interesting shot the last week of September was a westbound autorack train at Williamsport with CSX and CR the only power on the train. Who is buying who?

Montana Rail Link and siblings to have new parent firm

Missoula (Mont.) businessman Dennis Washington has formed a new company, Washington Transportation Group LLC, to coordinate operations of his three railroads: Montana Rail Link, headquartered in Missoula; I&M Rail Link, in Davenport, Iowa; and Southern Railway of British Columbia, in New Westminster, B.C.

Washington appointed three executives to run the new firm: William Brodsky, president of I&MRL and chairman of MRL; J. Fred Simpson, executive vice president of both Montana and I&M Rail Links, who will hold that same job at the new company; and Thomas Walsh, who will move from chief financial officer for Montana and I&M Rail Links to senior vice president and chief financial officer for the Washington Transportation Group.

TRAINS On-Line posted 9/16/98

Milwaukee Road 4-8-4 261 excursion caps a successful BNSF tour

Under the guidance of the volunteers of North Star Rail, with the cooperation of Burlington Northern Santa Fe, NSR's big Milwaukee Road 4-8-4 261 capped off its successful month-long, 9-state, 2900-mile tour with the 16-car BNSF Employee Appreciation Special by successfully steaming home to Minneapolis from Kansas City over BNSF with a three-day public excursion train. BNSF estimates that 18,000 rode the Appreciation Special as it toured from the Twin Cities to the Twin Ports, through North Dakota out to Forsyth, Mont., then back into Minnesota and out to Aberdeen, S.Dak., then to the Chicago area and Kansas City, winding up at Topeka (Kans.) Railroad Days over Labor Day weekend. En route, 261 pulled a 16-car consist of BNSF company business, lounge, and coach cars, with a diesel tucked in behind the auxiliary tender to herald BNSF's corporate presence, and to provide assistance if needed (it wasn't!).

To get the locomotive home (it's leased from National Railroad Museum in Green Bay, Wis., but stays in Minneapolis), BNSF agreed to the three-day public excursion over September 11-13, with a train made up of private cars plus coaches for which Omaha's Camerail Club handled ticket sales and train staffing. The train carried about 400 people each day. The routing, with two overnight stops en route, was Kansas City-Lincoln, Nebr., over ex-CB&Q; Lincoln-Sioux City-Sioux Falls, S. Dak., over ex-CB&Q and ex-Great Northern; and Sioux Falls-Minneapolis over ex-GN. The 15-car consist included a tool car, staff sleeper, four coaches, concession car, and seven private cars, with SD70MAC 9830 along for the ride.

TRAINS On-Line posted 9/16/98

Latta Laments: Tales of the CTH&SE

For the week of September 26, 1998

The Frozen Tundra: Terre Haute to Bensenville

I'm beginning to think the Harbor has a problem. Perhaps it's too much traffic. Perhaps it's too little track. Perhaps it's a little more than that. So I have this 240 train and I decide to figure out where the train went. So I call the chief at Bensenville. Now whenever I call Bensenville I automatically figure the call will be at least 5 minutes. And when the chief finally answers, the entire situation appears (at least to my ears) to be a certain level of chaos that only a yardmaster can come to love. So finally in the midst of this unmitigated excitement the phone comes to life.

"Bensenville."

"Hail to the chief!" Sometimes this helps to put the chief in the correct frame of mind.

"What's happenin' boss?"

"Looking for that pesky southeastern 240. Still hanging around C Trailer?"

"Lemme find out." In the background I hear a flurry of radio traffic and from what I can gather nobody really knows where this train is. Finally I hear a positive yes he's gone.

"1715 your time on the departure."

"You are a good man. One day someone will write epic songs of praise for you."

"Do I get the royalties?"

"No."

So now this big ol' choo-coo is out and running. So I pick up the Bat-Phone and call the Harbor. Again, when there is an answer, the unmistakable audio of pure chaos fills my ear.

"Gibson."

"CP here in Terre Haute. I hear I have a 240 out there. Where's he getting to?"

"Let me see." There is a considerable

amount of chatter in the background as the chief and his dispatcher confer.

"Somewhere between Ridge and Blue Island."

Now I had to collect my thoughts for a moment. Somewhere? In CTC? With track lights you can tell, more or less, exactly where a train is. So what is this somewhere business? Well, it's the Harbor and I suppose that says it all. OK, so now I go out on the next limb.

"So how does it look for the rest of the trip?" Again there is a flurry of "activity" as the chief confers with the dispatcher.

"I guess he'll make it. Check back later."

So with that cryptic message I'm left wondering. So I figure he should be OK and I leave it all alone. Things pick up on the Latta Sub so I become occupied with those duties. Move this train, move that train.

Then the phone rings.

"Spring Hill."

"This is the UP. I was wondering if you had a relief crew on duty for this south-bound. I just got an offer on the train from the Harbor."

I look at the clock. Holy cow! 4 hours gone like a rib roast on Sunday afternoon.

"OK, I'll get one ready in the bullpen."

So I call the caller and order up a relief for the train. And the whole time I'm wondering to myself "What happened on the Harbor?" So after I get the relief crew I coordinate where the train will die and order up taxis for the crews. No sooner do I hang up the phone when it rings again.

"Spring Hill." There is a slight delay.

"Dispatcher?" I can tell this is a train using the PBX.

"Go ahead, over."

"This is 240, Mike. We're coming across the GT right now. Do you have a relief crew called for us?"

"Yes I do. How far do you figure you can get, over."

"Well, if they keep us moving I figure

maybe Wellington or even Rossville.”

“Good. I talked to the CSX and he says maybe Wellington. Got the taxis fired up to meet you there in about 2 hours, over.”

“Roger that. OK then, we’ll keep em’ rolling.”

“Say, what happened on the Harbor? Last time I checked on you things were looking pretty good.”

“Well, they shafted us at Wireton for about 4 hours. So much for owning 49%. I guess that doesn’t mean too much.”

“Yea, maybe we take the 49% and do something constructive with it.”

And with that 240 takes a beating on the Harbor yet again. But I do feel a certain level of comfort knowing that I’m keeping the taxi companies well fed.

The Heart of the Matter: Spring Hill to Bedford

The other afternoon I come in and I prepare to get ready for my shift when the chief speaks up.

“Don’t get ready quite yet.”

And the way he spoke, the tone in his voice, spelled trouble. I knew something was up.

Derailment. That one word strikes fear into the hearts of railroaders. Lots of thoughts run through your mind. So as I listen he fills me in. It seems the 2359 Latta Roadswitcher, job 128, was going to get a set of cars left on the main at Beehunter. Now we really don’t like the whole idea of leaving cars on the main. In the case of Beehunter, there is no interchange track to store them so we really don’t have many options. So it seems they left Latta and, while the rest isn’t clear, they apparently forgot where the cars were and ran into them between 20 and 30 miles per hour. I’ve seen accidents at 10 mph that looked bad. 20 or 30? So now the question how bad. Well, thankfully, the cars buckled accordion style instead of riding up into the cab. Otherwise we could be burying those guys. Instead, bumps and bruises were the end result. So when I came in Hulcher was already on the scene attempting to clean up the mess. 3 cars

derailed at the head end and Hulcher was going to deposit them in the ditch and clear the main so we could get back in business.

So when I came on duty this mopping up was in full gear. The 1630 job was going to assemble the hospital train and bring it back to Latta. Meanwhile, jobs are being annulled left and right until this mess is cleaned up. So actually the railroad is sort of quiet for the time being. The flip side is that when it breaks loose things will become...well, interesting. So we wait for the inevitable. Not really a comforting thought but sometimes you just have to take the good with the bad.

So the other day I get the urge to ride the train. Not a whole lot is really showing, and when I check into the situation, I have 1 job working at Latta. They will switch out 241 then bring the train to the hill for an outbound call. So I figure that sounds pretty good. So I hop on up and plan an afternoon of quiet riding. Well, as we pull out of Latta the engineer says the train needs an engineer and I look like the right guy. Holy Cow! So in the hot seat I go. Now I look at this train and I see it’s kinda small and I have 2 SD40-s behind so things are looking OK. I notch the train out to run 3 and begin the trek north to Spring Hill. Look! The first whistle post. Fire up the bell and find the lever. Honk the customary long-long-short-long for the crossing. I see another crossing so I honk for that one too.

The engineer looks at me with a puzzled look. I look out the window. Oh. It’s not a grade crossing, but rather a pile of ties. Well, this is now the safest pile of ties to be around as far as this train is concerned. Look, another crossing. So that melodious CP horn sounds its lonely song for...a tool shed. Well, from a distance it looked like there might be a crossing there. Hey, here comes another crossing. Ring the bell and sound the horn...for a farmers crossing. Well, it was a crossing. I’m getting better at this you know. The engineer directs my attention to the speedometer. Yikes, getting up near 40. I notch it back down to run 1 and coast to the optimum speed of 40. So I’m just a horn tootin’ fool, honking here and honking there. You name it, I’ll hit the horn for it. And now I’m

coming dangerously close to being a speeder as well. But I have air at my fingertips and I make a first service application. After a few seconds the air slowly begins to set up and in about a minute I can feel the train beginning to reduce in speed. The digital speedometer tells the story. 39. 38. 37. Good, now I have this lumbering colossus firmly under my control. So now I can say not only do I control the movements of the trains but the trains themselves. Hang on! Another whistle post. And look! More than one crossing. So I flood the air with that CP chime. That little bell is a ringin’ and a dingin’ (that’s one neat thing...you can actually see the bell working if you sort of scoot up to the window. Most cool!. So now we are approaching yard limits and I get this endless enigma, this land barge if you will, under control and hit the yard limit board at a comfortable 19 mph. So we just sort of creep along when the engineer begins the instructions for stopping this iron arrow. OK. And as he talks he makes reference to “power braking”.

Hey, I’ll try almost anything once. So he instructs me to set the air and as I do so he reminds me to leave the throttle right where it is. So like an obedient little critter I do so, because I have no idea what’s going on. Hold on! Another grade crossing. The bell comes to life and I toot-toot my way past the crossing. By now the train is down to about 10 mph and the engineer informs me the air is set right and I can throttle up to get to the crossing since it’s 2000’ from where we are. So I coax 6000 EMD horses into run 3 and drag this Louisville slugger up to 12 mph. We come around the corner and I can now see the crossing. So I am then instructed to throttle down one notch, which I do. The train decelerates very quickly and now we are just creeping along. As we near the crossing, the instructions are issued: throttle down to idle. So as I back the throttle down, we come inching up to a perfect stop about 30 feet from the crossing right where the taxi is waiting. Man, that was good! So we debark and hop into the taxi. The ride back to Latta is fairly boring, but my mind is racing. For one brief moment I was...train engineer.

Hoosier Happiness: Bedford to Louisville

OK, so the south end has been maybe a little less than exciting. Maybe even boring, if one would be so inclined. The potash trains are beginning to flow again and that means trouble. You see, potash trains such as 636 are shipped from Sutherland in rather large packages, with 80-100 cars being the norm. However, as they flock south to the promised land they are too heavy to make the grades from Crane to Bedford.

So we have a couple of options. We can and usually do reduce them to about 60 cars at Latta and then send the second section south on the next 240 train. The other option is if we have the power or the power gods send enough down on the original 636 we can run them as second sections of the 636. The last option is if things work out and there is the correct amount of power and the right tonnage we run the whole thing intact as is. Now this last option is the least common but the most impressive.

Imagine 9200 tons and 4 big EMD motors fighting to keep it all under control. Hey, you can't fool me. I know about power braking and dynamics. Talking to the engineers when I ride, these are their least favorite trains to run because one mistake and you could be faced with a runaway train. So when I see one of these critters migrating south from Latta intact like I did last Tuesday I sort of cringe on one hand and rejoice on another. There really isn't any place good to store this potash so if we can keep it moving so much the better. But making that move can make for some anxious moments.

As a parting note, the work has come down from high above like a stroke of lightning: be ready to move by the end of the month (Oct. 29). OK, I'll believe it when I see it.

Mike Dettmers

Ed: Those of us with internet connection get these stories from Mike weekly. I though the rest of you would enjoy reading one. If you want to visit Springhill better do it soon. The 29th may be too late for an inside visit.

ILLINOIS CENTRAL

Looks like the merger has taken place? No these aren't CN trains on the Iowa Division quite yet, but the sight of pure sets of Grand Trunk GP38's have given us a glimpse of the near future. As of late August, CN sent over 30 Grand Trunk GP38's GP38AC's on lease. The units all wear the red nose/blue hood paint. The units are

GT 5800-5802, 5804-5811, 6200-6204 and 6207-6220. At least two of the units, 5808 and 5810 have Central Vermont "CV" noodles on the nose and hood. The 6200-6204 are GP38's, the remainder are GP38AC's. All of the 6200-series engines were originally delivered for the Detroit, Toledo & Ironton.

IC is using these units to try and retire the rest of the GPIO's—including the 8400-series exCC&P units. Most, if not all of the GPIO's, are no longer in service on the Iowa Div. The IC 8409 & 8417 were reportedly sold as of early September, buyer unknown. There will reportedly be twenty or so Canadian National GP40's/GP40-2W's coming over to the IC on lease in the near future. Some of these will be turned over to the UP to pay back horsepower-hours owed to them. The GT GP's aren't the only CN-family units seen on the Iowa Division, on August 28 train CHWL had GT 59003D40 (in CN-North America paint) between IC 6117 and IC 6200. The unit had made another trip over the Iowa Division a week earlier also.

Via North Western Illinois Chapter

CSX opens new Chicago intermodal terminal

CSX Intermodal has opened an intermodal terminal in Chicago, at 59th Street on the city's South Side. It has the capacity to handle up to 500,000 containers and trailer moves in a 132-acre facility with 2000 parking spaces and 10 lanes at its entrance gate. The CSX subsidiary said the facility

will increase the total intermodal capacity in the Chicago area to 1.5 million shipments annually.

CSX Intermodal's other large facility in Chicago is at Bedford Park, near the Belt Railway's Clearing Yard. That terminal will continue to serve a customer base that is primarily focused on container traffic. When CSX takes control of Conrail assets next year, Bedford Park will begin handling locally oriented traffic.

The 59th Street facility, which cost \$32 million, is designed to handle intermodal freight with direct rail connections to and from the West Coast.

The current CSX facility at Forest Park will continue in operation until the end of 1998 as the company's primary facility where local motor carriers can pick up empty rail containers and trailers.

Initial operating plans call for six daily trains to use the new terminal, those serving routes between Chicago and Philadelphia; Evansville, Ind.; Memphis and Nashville, Tenn.; Florida points; and Savannah, Ga.

TRAINS On-Line posted 9/16/98

Three Class 1's earn cost of capital

Only three of the nation's nine Class I railroads earned their cost of capital during 1997, according to the Surface Transportation Board. The three were Illinois Central, with a return on investment of 15.8 percent; Norfolk Southern, with a return of 13.1 percent; and Soo Line, with a return of 12.3 percent. The three were also the only railroads to earn their cost of capital in 1996.

The STB had earlier determined that the industry's cost of capital was 11.8 percent during 1997, down from 11.9 percent the



The rates of return reported by other Class I railroads were Burlington Northern Santa Fe, 8.4 percent; Conrail, 1.9 percent; CSX Transportation, 9.8 percent; Grand Trunk, 5.2 percent; Kansas City Southern, 3.6 percent; and Union Pacific, 5.2 percent.

The STB considers any railroad that earns its cost of capital in a given year to be revenue adequate for that particular year. Railroads that are considered revenue adequate may face additional regulations, particularly in some rate cases. As a whole, the industry reported a return on net investment of 7.56 percent for 1997. That was down from 9.36 percent for 1996.

Train-It! Via AAR Homepage

KCS Avoids Worst of Georges' Wrath

KCS came out of Hurricane Georges in very good shape given the possibility of extreme damage to our system and surrounding areas. The storm's path veered east of New Orleans, saving it from potentially devastating damage. As it turned out, only five small trees came down on our track north of New Orleans. They were quickly removed. There were no washouts or track damage.

The Mississippi Gulf Coast, including Gulfport, was hit harder by the storm. However, once again, KCS avoided any serious damage to its track or facilities. Fortunately, Georges tracked further east than originally projected which meant that our Meridian Speedway route did not sustain a direct hit. No trees were reported down on the Transcontinental corridor, nor was there any track damage. The route from Meridian east remains open.

Our yard in New Orleans has reopened. KCS is assisting CSX by hauling its New Orleans traffic over our route and detouring it to Birmingham, Alabama. CSX and Norfolk Southern both operate east of our line in Louisiana. Both railroads sustained more damage and will probably remain closed for a few more days. We expect to detour NS trains over our route as well. Our operations in Gulfport remain shut down, primarily because area shippers have not yet re-started their operations.

All train operations should be back to normal by the end of the week.

Again, a hearty thank-you is in order for all those who helped secure our system and prepare for the worst. Not only did all these people serve the KCS well, but they are now helping CSX and NS provide service to their customers.

Via KCS News (homepage) 9/29/98

UP's President Jerry Davis will retire

After more than four decades of railroading, and top positions at three major railroads, Union Pacific President Jerry Davis plans to retire early next year. "I had been planning on it, anyway, and with the transformation process and the company poised on the edge of a new era, the timing seems appropriate," said Davis, UP's president since November 1996. He has no specific departure date in mind, just "sometime in the first quarter" of 1999. Having spent most of his working life at UP, Davis called it "a great company, with the greatest employees you'll ever find anywhere."

Davis, 60, will serve as vice chairman of the railroad until retirement, helping new President Ike Evans get acquainted with UP people and places. "I'll be traveling around the system quite a bit with him, visiting a lot of facilities and introducing him to employees." Davis said he was very impressed with Ike Evans and his sense of urgency and eagerness to get to work at UP."

Chairman Dick Davidson, in remarks to the Omaha World-Herald, said "Jerry's extremely well thought of; everybody looked up to Jerry and respected him. Among our rank-and-file employees, he probably was the most well-respected senior leader I've seen."

Commenting on the appointment of Evans, 56, Davidson added that "I've got a whole bunch of young guys that will no doubt be president and chairman material in a few years, but I didn't think I had them quite ready. My thought is that by the time Ike and I are ready to retire, I'll have a replace-

ment in-house who is ready to take over the leadership of the company." The chairman said he plans to stay on for several years. "I'm just getting started."

Trains On-Line, posted 9/30/98

UP Special

The UP will be/is operating what it calls a St. Louis Hub Implementation Train. The consist is listed as:

Locomotive(s) GP38, (we understand a SD was used in the Bloomington run), business car *Kenefick* and observation car *Idaho*.

The train will be/did make several trips between Chicago and St. Louis for two weeks on both the Chicago and Springfield Subs. training conductors from the former C&NW and other lines. Runs started on September 30 and were to conclude on October 11.

The Extra Board

The Union Pacific will take delivery of the last of 292 locomotives by the end of the year and give them a total of 1145 AC-traction locomotives, more than three times as many as BNSF or CSX. Due to increased traffic UP says they will not retire any road freight locomotive until 2000 and will purchase about 300 more new AC locomotives each year for the next three years.

Conrail memorabilia is enjoying an upsurge in sales since CSX and NS announced purchase of the carrier. One would also suspect that Kodak is selling mor film out east to record the passing of the railroad. A month back your editor noticed about 15 fans lined up near Berea tower where there used to be 1 to 2 at a time. Conrail has said that historical material will be donated to museum's in the home state, mainly Scranton, Strasburg and Altoona.

How about a rail trip to Rochelle? With the new park open and winter approaching some of you might be interested in getting to the northern Illinois city to watch BNSF and the UP. Let us know if you went and write a story.....