

Soo Line locomotives 1003 and 2719 were double-headed to operate the "Steam Surprise" on the Osceola & St. Croix Valley Railway on August 2, 1998. Full story inside, page 7. Photo by Randy Rippy



DANVILLE JUNCTION CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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"THE DANVILLE FLYER"

FIRST CLASS MAIL

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC, NRHS

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

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

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$12.00 for Chapter membership in addition to \$17.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to Conrail, in Danville, Il. with lunch beginning at 1:00 PM Central Time followed by meeting and program.

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Coming Events

September 20, 1998

Monthly meeting at Pizza Inn, Williams Street at Gilbert Street (Route 1) beginning at 1:00 PM.

September 19 & 20, 1998

Railroad Days - Monticello Railway Museum.

October 17-18, 1998

Gateway Train Expo 98 at Collinsville, Illinois Gateway Convention Center,

October 23/25 and 30/ 31, 1998

Monticello, Illinois - Ghost Trains operate evenings.

Next Meeting

The next meeting will be Sunday, September 20, 1998, at the Pizza Inn Restaurant, Gilbert Street (Illinois Rt. 1) and Williams Street. Remember, new location - new day - new time. We will meet at 1:00 PM, have lunch first and then the meeting.

This is the first meeting since May and we have several items to discuss. As noted in this issue, CSX Transportation has raised the rent on the museum and we will be voting on a dues increase for 1999. As you read on in this issue you will see the reason for the increase.

Also on the planing table are ways to raise money for the museum for additional restoration of the building. We have been lacking this summer in volunteers to be open and some days have seen the museum closed due to lack of help. We are still open through the end of the month and we do need help to have the building open. The building needs additional work prior to winter weather. There is still tuckpointing to be done on the north and east side of the building. We need to get the downspout up in the back and we have a signal in Danville that has to be moved to Rossville and erected in the yard. Not much time remains before cold weather.

The program will be presented by Rick Schroeder. This past summer he and member Randy Rippey traveled to the annual convention at Syracuse, New York. Rick will have slides of the trip on the way to the convention as well as convention activities.



Milwaukee 261's Problems

Went to Galesburg yesterday (Sat.) to see what we could see, namely the 261 flying down the main. We went to Wataga, the first town east of Galesburg, to await it's arrival around 1 PM. And waited, and waited. An older gent there told us he heard on the radio that it had developed a hot bearing east of Mendota and was down to 25 mph and frequent stops to lube. We went back into Galesburg, toured the rail displays, found someone who looked like they knew what was going on (turned out to be Jim Schwinkendorf, the BNSF VP in charge of the Employee Specials!) who told us that at that point the 261 was east of Kewaunee and moving.

A slow-speed chase, you say? We high-tailed it up to Galva and ended up getting 2 really good shots on the way back and some good shots in Galesburg of the loco sitting in the good 6PM lighting. Yes, that's right- it was due into Galesburg at 1:15 PM and made it at 6 PM! It was scheduled to depart at 4 PM and arrive in Chicago at 9PM. The BNSF sent it back out at 9PM with a single SD9 towing it back east! The 261 stayed in Galesburg with the crew frantically working on the offending bearing.

Hmmmm..... At the beginning of an extensive Employee Special excursion schedule guest steam locomotive develops bearing problems. It's Deja vu all over again! I don't know the extent of the problem at this time, but it doesn't look good.

By Bruce Bird

(Editor: We understand that #261 was operational the next day and took the train back to Chicago. There were a lot of disappointed riders. In addition to the late train the heat took its toll of riders. The equipment was various private cars and the heat caused many of the air conditioners to fail, thus making for a very warm ride to and from Galesburg.)

Hoosier State returns

Effective July 19, Amtrak restored the Hoosier State service, which last ran in September 1995. It will run tri-weekly between Chicago and Indianapolis on days that the *Cardinal* does not, which would be Sunday, Wednesday, Friday in both directions. There would be no Monday southbound train and no Tuesday northbound train. The new train will handle equipment moves between Chicago and Beech Grove, providing some relief for the *Cardinal*. The new train will use one reserved Superliner coach, with no food service, on the same schedule as the *Cardinal*.

NARP News Release

The latest possible news - from Danville

Word from CSX source is that they are adding 12 coal trains per week from a mine in Indiana to the Chicago area.

Second, CSX will activate Hillary Yard as part of the Conrail acquisition. All of Lauhoff will originate from there (Brewer really gets plugged sometimes) and some grain trains....look for 100 car trains going thru Danville one more time.

Amtrak is going to run a test train soon. This has been mentioned for some time. The lack of response from cities like Danville and Terre Haute have delayed the possible train, plus CSX is not real keen on running passenger trains on a line already full for freight trains.

Double track is a real possibility. We have heard the last couple of years that sections of the double track will be put back. However, we understand CSX will not abandon the Danville to Paris segment as they might use this line to get grain from Hillary Yard to Terre Haute for destinations south, east or west. This would relieve the main between Danville and Terre Haute.

Track gangs are to arrive soon and the

new speed will be 70 for Pigs and 60 for freights.

We understand that some offices at Brewer will move to the Hillary Yard office. This building is new, about 20 years, and in good shape.

Allen Cooke thinks it would be great if BX (former double track cutoff south of Bismarck to the Milwaukee Railroad) was put back in and get some of this traffic out of town.

As recent as the middle of August word around Conrail was that CSX would get trackage rights and lease the yard at Hillary to store cars. Brewer is plugged, especially on the east side, with grain and tank cars. There is no room for the extra Lauhoff cars that now are needed at the facility. CSX is looking at Hillary for storage - need it now before the acquisition becomes official.

Rumors or fact - we will have to wait and see.

Rent increase - dues increase

As most of you know, we lease the depot museum from CSX Transportation. Over the years they slowly raised our yearly rent. About 4 years ago they took the jump to \$500 a year from \$365, not good, but we could live with it.

This summer the letter arrived from Jacksonville indicating they were raising the rent to \$1,200 - a big increase. I wrote a letter back to the real estate department explaining that we could not afford that sizable increase based upon sales and membership. During a phone conversation I was told that our parcel was worth about \$90,000 to the railroad as commercial property and that we were a commercial business. The individual on the other end of the line was focused on the money and could not be directed to our lack of income. After much discussion he said he would come down to \$800 a year. I was told that CSX had over 130,000 leases and that all were being increased "a sizable amount". I wanted to say to pay

for Conrail but held my thoughts. I was told the building would be sold to us if interested, of course, for \$90,000.

In late August the executive committee met to discuss the increase, how we could raise additional funds for the museum, increase dues, charge admission or buy the building. After much discussion we voted to sign the lease agreement which will become effective on November 5. Second we discussed charging admission and decided this would not work due to the nature of the building. Railroadiana shows were discussed and ways to raise additional funds will be planned in the future.

Finally we discussed a dues increase. Our annual dues has remained at \$12 for over 10 years. Thanks to Cooke Business Products our reproduction costs of the newsletter are zero so postage is the only cost for each issue. The board voted to increase dues for 1999 to \$15 per year. This will be voted on at the September meeting, and if passed, will be changed on the renewal statements that will be in the mail in November.

We didn't want to increase dues but feel that, in order to offset the rent increase, we must raise additional cash. Each year we spend about \$1,300 in utilities, rent and insurance. Over the next months we will discuss additional ways to raise capital to finance the museum. In addition, we will be looking at purchase by getting an independent appraisal of the property.

We hope you understand our situation and continue to support the chapter and the museum. Maybe after 3 years has gone by, and CSX has finally paid off the cost of buying Conrail, our offer to purchase will see a lower price quoted at this time.

Rick

*For those of you that donated to the chapter last year we thought you would like to know where your money went. We "graded and rocked" the entrance road and lot at the museum. Looks great. We all thank you for your help
The Executive Committee*

NS, CSX Plan for Day 1 with Conrail

With formal approval of their joint takeover of Conrail behind them, the name of the game for CSX and Norfolk Southern is gearing up for Day 1, when the railroads will actually begin operating their respective portions of the Consolidated Rail Corp.

In Jacksonville and Norfolk, railroad officials say they are busy planning for a safe and smooth split of Conrail that will come as quickly as possible. But in late July, as the Surface Transportation Board released its written decision on the Conrail acquisition, the railroads were not yet sure when Day 1 would fall.

"Honestly, we just don't know enough yet," Nancy S. Fleischman, the NS vice president heading the railroad's planning efforts, said in late July. She was hopeful that during August the railroads would have enough information in hand for NS Chairman and CEO David Goode and his CSX counterpart, John W. Snow, to set the Day 1 date.

Before they can begin operating their portions of Conrail and open the Shared Asset Area operations in North Jersey, Philadelphia, and Detroit, the railroads must satisfy STB requirements that labor agreements, unified computer systems, and substantial employee training be in place. "It's unlikely that we'll achieve this critical mass before January 1, 1999," says Michael Ward, the CSXT executive vice president heading its merger integration teams. "We will know-and publicize-the split date well in advance."

Meanwhile, negotiations are under way between rail labor and the carriers, and information technology gurus continue to work toward making Conrail's computers talk with those at NS and CSX. At NS, computer work was about 50 percent complete in July.

With Union Pacific still having trouble digesting Southern Pacific, CSX and NS were both emphasizing their efforts to plan for a smooth transition. CSX says it has about 500 people working on merger planning; NS has 300 directly involved

but up to 700 people working on more than 130 implementation teams in various capacities. UP had about 600 directly involved in its merger planning; BNSF had only about 100.

NS and CSX also are stressing that, unlike UP, they won't be caught without enough train crews. CSX is pledging to operate with 120 percent of the number of crews it needs, and plans to hire 1500 new train and engine employees this year. NS expects to hire 1600 T&E (train and engine) workers this year, up from 1000 in 1997 and just 600 two years ago.

As part of their planning processes, NS and CSX are refining their operating plans. The railroads can't examine Conrail traffic data until the August 22 "control date." To predict traffic flows, the railroads rely on consultants who can legally access detailed Conrail traffic information, Fleischman explains. The consultants repackage the data in a form they can legally share with railroad employees. With input from the consultants, the NS marketing and operations staffs then craft service and operating plans based on the data, Fleischman says. The process has helped NS shape an operating plan covering everything from long-haul interchange moves with Western carriers right down to the number of crews and locomotives needed for local service and yard operations.

Among the changes this complex process has wrought: NS will run fewer intermodal trains over Conrail's North Jersey-Buffalo Southern Tier route than originally planned. Tom Finkbiner, NS vice president-intermodal, says that the latest waybill studies predict CSX will capture even more carload business than first anticipated off Conrail's workhorse carload route, the former Pennsylvania Railroad across the Keystone State. That will leave more room for intermodal trains on what will become NS's Penn Route, the shortest between Chicago and New Jersey. "Why run trains over the Southern Tier, when it still needs work, and when there's space on the Pennsylvania?" Finkbiner says. So the Southern Tier will host four daily intermodal trains, instead of as many as six, Finkbiner says. But he says the ex-Erie Lackawanna line remains "absolutely

vital” to NS.

The STB is allowing NS and CSX to discuss how existing Conrail contracts will be divided on Day 1, which the railroads say is crucial to the success of the transition. “The last thing each one of us wants ... is for there to be a major, unanticipated shift in traffic,” Fleischman says. Despite their rivalry, cooperation between CSX and NS has been good, she adds. “We’re asking a lot of people to put aside their competitive differences” and work together, Fleischman explains.

Executives from CSX and NS also have relied on Conrail officials. “We’re working even more closely now with the Conrail people than we were three months ago,” Fleischman says. NS and CSX have been bringing Conrail executives on board throughout the merger process. “They’ve been invaluable,” Fleischman says of NS’s Conrail hires. “Their insight has been very useful.”

NS has announced the hiring of a dozen ranking Conrail executives this year. CSX also has hired numerous Conrail executives, but thanks to the senior ranking of two of them—Ronald Conway, Conrail’s senior vice president of operations, and Les Passa, formerly senior vice president of Conrail’s automotive service group—the joke around Conrail headquarters in Philadelphia is that CSX stands for “Conrail South.” Indeed, Conway becomes CSX’s top operations official, succeeding Carl Taylor, who was named to the post only in January, while Passa heads CSX Intermodal.—*Bill Stephens (posted 8/5/98)*

Norfolk Southern reports more specific progress on Conrail deal.

Stephen C. Tobias, Norfolk Southern executive vice president-operations, gave a status report on NS’s Operations Division implementation planning during a meeting with financial analysts on July 29. Among highlights of his report, as released by NS

•NS and CSX have concluded an agreement allocating use of Conrail’s, freight cars, locomotives, and work equipment

between the two companies.

•More than 60 capital projects are under way on NS alone, including traffic control, siding construction, siding extensions, track connections, and double-tracking. Nearly 30 of those projects are expected to be completed this year. The remaining projects will be completed as planned during 1999 and 2000.

•94 percent of Conrail field operating managers have accepted employment offers from NS. The institutional knowledge of those employees, Tobias said, has enabled NS to build a stronger service plan.

•NS training centers have been working full-time since the beginning of the year “to meet the demand for train and engine service staffing on the new NS. We are training 1000 employees this year alone.”

Separately, NS reported that its Milepost Identification Conrail implementation team has completed its goals. The team is responsible for assigning milepost identification descriptions to Conrail lines for compatible use in NS’s computer systems, an activity essential to the work of other implementation teams, such as those involving transportation and payroll. The team is comprised of NS employees in various departments, and NS got Conrail people involved. “There are more than 500 Conrail lines in the PRR and Shared Assets areas,” said Tom Berry, system manager-engineering systems and team leader. “The team had to assign unique prefixes, suffixes, and line codes to all of these lines so they would not conflict with existing NS lines.”

TP&W Haulage Rights over BNSF Peoria-Galesburg/ Pioneer

By Steve Smedley

The Toledo Peoria & Western Railway’s haulage rights train over the BNSF branch between Peoria and Galesburg was spotted making air, along the former CNW Adams Street Yard, on the South end of

Peoria at about 1500 hours this date, with six GP20R’s for power.

The NYSQ painted 2050 was the trailing unit, with the 2052 fourth in consist. This should have the 2050 leading the train back east, when and if they depart Galesburg.

This train has been handling all traffic and doing the local switching on the line, even at BNSF’s Edmond Street yards in Peoria, where the huge ADM ethanol plant is located. In addition, a scrap dealer located between Washington and Adams Street north of the BNSF yard still ships an occasional load or loads of scrap steel in gons. A single unit runs uphill and through some alleyways to reach the cars.

The TPW’s job to Galesburg will many times die on time, and crews have to be taxied out to wherever they end up. Its a pretty scenic line as far as Central Illinois...some good spots are the overhead Rt 8 bridge at Edwards (a common meeting siding), Oak Hill, a nice S curve looking to the west from the Rt. 8 bridge.

The BNSF hauls coal on the line to Peoria, and in addition handles the trains handed off to the the P&PU that are bound for Norfolk Southern points east, these become train 410 Eastbound at East Peoria.

The Pioneer Industrial Railway is using a former Conrail RS 3M, which is a EMD re-engined DeWitt Geep, # 102. The unit is tied down and kept in the 1550 block of NE Adams and Mary Street’s, about 1/2 mile south of the Komatsu Dresser plant on Peoria’s North side. The unit is all black, with solid yellow frame stripe, and yellow stripes on pilot and hood ends. A couple beers and you might think it was the NKP’s.

Their was a fabric fuel spill pad under the unit, signs of fresh track work and some track equipment here, so it looks like this is the base of operations. They took over the line from the Peoria, Peoria Heights & Western, a P&PU subsidiary, which had operated the line after its sale

in 1984. This is a portion of the former CRIP Alpha, Illinois branch, which once served the huge Pabst beer plant in Peoria Heights.

I can remember the P&PU operating the

line, and while I was employed at the Peoria Journal Star, they would bring in carloads of newsprint in CN and CP 50 foot boxcars. (of course, all those times I saw them doing this, I never once shot a fricking photo).

It looks like the line is seeing some use, the crossings were cut and they do serve a pretty large industrial area in the Pioneer Park area, on the far North edge of Peoria.

Union Pacific decentralizes . . .

Union Pacific is reorganizing its rail operations into three regions with vice presidents running each almost like a separate railroad. Chairman and CEO Dick Davidson said August 21 that the moves are being made to improve customer service and management of the railroad.

The changes are being driven by difficulties implementing its 1996 merger with Southern Pacific, and Davidson said they should bring the railroad closer to its customers and give people in the field more responsibility.

The leader of the Omaha-based railroad's parent company, Union Pacific Corp., spoke from a UP train making its way from the coalfields of Wyoming to the central corridor in North Platte, Nebr., as part of a tour of the railroad.

UP centralized operations in the mid-1980's. But acquisition of three railroads since then, including Chicago & North Western in 1995 and SP in 1996, roughly doubled the size of the company, making it the largest railroad in the country with 36,000 miles of track in 23 states.

When attempts to correct congestion problems that built last year after the SP merger, railroad management looked for other answers, Davidson said.

"We thought our centralized system would work, but it turned out to be too complex," Davidson said.

Planning and oversight will continue to take place in Omaha, but the regions will be given the resources and authority

Rumors of fact - we will have to wait and see how best to carry out the overall goals.

The regions will be split roughly into northern, southern, and western sections, with headquarters in Omaha, Nebr.; Houston, Texas; and Roseville, Calif.

Mike Kelly, now vice president of marketing, will take over in Omaha. Jeff Verhall, general manager of the western region, will be vice president of that region, out of Roseville, and Steve Barkley, already stationed in Houston, will be vice president there.

The regional vice presidents will put their teams together, and the new structure should be in place by November 1, Davidson said.—*Don Phillips for TRAINS (posted 8/21/98)*

. . . and won't abandon Tennessee Pass

Union Pacific is withdrawing its application to abandon Colorado's Tennessee Pass line, the country's highest railroad pass, and UP Chairman Richard K. Davidson said in an interview that he "wouldn't be surprised" to see through trains running between Pueblo and Minturn again.

"I think it's quite possible we'll have to run some trains over it," Davidson said. He would not speculate on when. Other sources said it likely will not be within the next year, but quite possibly within the next two years.

The Tennessee Pass decision is part of a larger change of philosophy for a railroad that has been publicly shredded for its failure to find the capacity to move trains after the merger with Southern Pacific. Not only is UP spending millions to enhance capacity throughout its system, but has decided it is foolish to abandon lines it might need in the future.

The Modoc Line from Klamath Falls, Ore., to the old SP main line at Flanigan, Nev., now mostly out of service, is among several lines that also will be taken off the abandonment list and put into a UP "rail bank."

Davidson said the Moffat Tunnel route between Denver and Bond is nearing its capacity, and the railroad sees business opportunities in the area that will increase demand. In addition to coal traffic from Colorado and Utah mines, there is talk of possible new traffic from Mexico to the Provo-Salt Lake City area.

UP originally said it had plenty of capacity to move excess ex-Rio Grande traffic either over the UP main line through Nebraska and Wyoming, or over a refurbished "Kansas Pacific" UP line from Denver to Kansas City, and utilize only the ex-Rio Grande Moffat Tunnel route through the Colorado Rockies. Tennessee Pass is a maintenance-intensive line that UP's maintenance department was anxious to be rid of.

But it has become clear that alternate routes won't have capacity to spare. Powder River coal traffic is ramping up and straining the capacity of the north-south Joint Line (with BNSF) between Denver and Pueblo, and traffic is growing so fast on the UP Overland Route main that the railroad accelerated the triple-tracking of the North Platte-Gibbon (Nebr.) section to a near-emergency pace.

There is even talk among some UP officials of "directional running" on the old Rio Grande, using Tennessee Pass for westbound traffic and the Moffat line for eastbounds, to the extent possible.

UP has even bought back a regional railroad it sold to RailTex in 1990. The 107-mile Northeast Kansas & Missouri Railroad will again become a UP subdivision, and rather than one train a day it will see an estimated 15. Most of those trains will be empty coal sets returning to the Powder River Basin. The NK&M connects with the Kansas City-Omaha line on the east at Hiawatha, Kans., and with the Kansas City-Gibbon-North Platte line at Upland, Kans., near Marysville. This will provide relief for the crowded Marysville Subdivision as well as the main line out of Council Bluffs and Omaha.

—*Don Phillips for TRAINS (posted 8/21/98)*

Postal Service honors Conrail, unveils 20th Century Limited stamp

The U.S. Postal Service honored Conrail's record of service during an August 18 ceremony to unveil a new rail-themed stamp. Allen Kane, the Postal Service's chief marketing officer, said Conrail has been an important partner in transporting mail between cities in the Northeast and Midwest.

"Each time, Conrail has consistently measured up to our high transportation standards," Kane said. "Conrail's focus on quality operations, customer service and innovative systems and services that satisfy customers' needs—our needs—is virtually unmatched."

He praised Conrail for forming partnerships in the late 1980's to offer transcontinental service and for honoring Postal Service contracts during a 1991 rail strike by carrying mail on highways.

Conrail carries nearly one-fifth of the postal service's standard mail, officials estimate. It is the USPS's largest single rail supplier, holding 41 percent of point-to-point rail contracts in fiscal 1997.

At the ceremony, Kane presented a Conrail official with a plaque that said in part, "It was a good run." The ceremony came four days before CSX and Norfolk Southern were to formally take over Conrail's operations on August 22, although the two roads will not actually split CR for several more months.

Postal officials also unveiled a stamp featuring Conrail predecessor New York Central's 1938 edition of the 20th Century Limited. The stamp, to be issued September 10 Cleveland, is part of the Postal Service's "Celebrate the Century" series and is one of 15 designs commemorating the 1930's. *Via Train On-Line 8/19/98*

NS Schedules

In response to and in conjunction with the IC schedules that Erik posted last week, and for those that haven't kept up to date with the goings on with the ex-Wabash NS line, here is my best shot at an NS 'schedule' for those that want to know.

Sources include the most recent Trains magazine article by Bill Stephens, info from Chris Toth's NS website, and my own personal observations. All schedule times are at Tolono and have the Coleman standard 2 hour window.

EASTBOUND MERCHANDISE	GENERAL
110 Decatur to Bellevue	0500
120 Kansas City/UP to Detroit	0700
122 Decatur to Detroit	0500
146 Kansas City to Buffalo	1000

182 Decatur to Detroit	1500
356 Decatur to Cincinnati	0600
408 Decatur to Frankfort	0900 Long distance local
410 Peoria to Bellevue	1600 BNSF connection train
424 Decatur to Peru	0500 Long distance local

EASTBOUNDINTERMODAL

208 Kansas City/UP to Columbus 0700
Stacks and autos from LA

EASTBOUNDTRIPLECROWN

248 Kansas City/BNSF to Detroit	0700
254 St Louis to Detroit/CP	1900 Daily
256 Voltz, MO to Detroit	0800 Mon thru Thur

EASTBOUNDAUTOMIXINGCENTER TRAIN

274 Kansas City/UP to Buffalo ?
Currently running on IMRL

WESTBOUND GENERAL MERCHANDISE

121 Detroit to Decatur	0500
145 Buffalo to KC/UP	0600 Remnant of 'Ford Fast Forwarder'
171 Detroit to Decatur	0900
181 Detroit to Wentzville, MO	0900
183 Bellevue to Decatur	1800
355 Knoxville to Decatur	1800
407 Frankfort to Decatur	2000 Long distance local
409 Bellevue to Decatur	0800 BNSF connection train- Peoria cut hauled up by Peoria local
425 Peru to Decatur	1500 Long distance local

WESTBOUNDINTERMODAL

207 Columbus to KC/UP 1400
Stacks and autos to LA

WESTBOUNDTRIPLECROWN

253 Detroit to St Louis	0100 Mon thru Fri
255 Detroit/CP to KC/BNSF	1000 Daily
259 Detroit to Voltz, MO	1100

WESTBOUNDAUTOMIXINGTRAIN

283 Lorain to Voltz, MO ?
Currently running on IMRL

There is a local peddler based in Tolono, D91, that covers local business between Bement and Tilton. It basically coordinates drops and pickups between the long distance locals. It works during the daytime and spends a lot of time jumping from siding to siding, trying to stay out of the way of the through freights.



EXTRAS

Extra sections of schedule trains sometimes run. The 100 series trains (Interdivisional Freights) extras carry an M designation along with the last 2 digits of the first section, so 145's 2nd section would be M45. Intermodal extras (including Triple Crown) carry an I designation.

As stated above the 100 series are Interdivisional trains. The 400 series are Interdivisional trains, while the 200's are intermodal, including Triple Crown. All Illinois Division locals carry a D prefix followed by 2 digits. Extra grain trains run in the 600 series and extra coal sections take the 500 series. 900 to 949 numbers denote Engineering extras, something we've been seeing a lot of this summer!

Now to the question of a few weeks ago of how many trains ply the Wabash on a daily basis, I believe the above shows 28 scheduled trains daily. Now the Auto trains have not started running through and you can't count them, but the D91 local makes up for their absence. About once a week an eastbound coke train heads to KC and returns using the 511/512 number combo, and grain trains can be found running Tolono-Decatur to pick up big cuts of grain for the Decatur processors.

Towards the end of the week it is common to get a few extra sections of the merchandise trains. Also note that between dawn and noon about 18 trains pass through Tolono. All of this on a single track railroad with short sidings- it's a blast to watch. The double siding at Tolono is a favorite location for the DS to make meets and fellow listmember Steve Hankel has witnessed a 5-way meet there! Triple meets are very common, and quads can be found about once a week. I have this vision of the DS guys over in Decatur having a contest on how many trains they can meet in Tolono without causing delays.

Bruce Bird

Editor: In 1997 Norfolk Southern listed an average of 32 moves a day at the east end Bement, Illinois. This includes all extra trains for an average of 30 days a month. This is the information they furnish to the ICC for hearing records.

Steam Fest in the Valley

The occasion was "Steam Fest in the Valley" sponsored by the Osceola & St. Croix Valley Railway. The O&StCV is affiliated with the Minnesota Transportation Museum and operates over Wisconsin Central (ex-Soo) trackage from Osceola, Wisc. to Dresser, Wisc. (ten miles roundtrip) and from Osceola to Marine on St. Croix, Minn. (twenty miles roundtrip). Osceola is about 35 miles northeast of St. Paul.

On Saturday, August 1, the O&StCV operated the "Steam Surprise" which featured a double header with Soo Line 1003 and Soo Line 2719. Soo Line 1003 is a 2-8-2 "Mikado" type built in 1913 and restored to operating condition by the Wisconsin Railway Preservation Trust in 1997. Soo Line 2719 is a 4-6-2 "Pacific" type built in 1923 and restored to operating condition by the Chippewa Valley Railroad Association in 1998 (this weekend was its first run in 28 years)! The "Steam Surprise" operated from Osceola to Marine on St. Croix and then on to Maple Island. Near Maple Island, they ran a double photo runby with Soo 1003 in the lead.

On Sunday, August 2, the O&StCV operated the "Steam Double Header" which was in reality a triple header which featured Northern Pacific 328 plus the two Soo Line locomotives. Northern Pacific 328 is a 4-6-0 "Ten Wheeler" built in 1905 and restored to operating condition by the Minnesota Transportation Museum in 1981. It operates regularly on the O&StCV.

The triple header operated from Osceola to Marine on St. Croix where a triple runby was held. The first runby was of the triple header with Northern Pacific 328 in the lead. The second runby was of a double header with SOO Line 1003 leading Soo Line 2719. The third runby was of a double header with Northern Pacific 328 leading Soo Line 1003.

By Randy Rippy

New track in East St. Louis will help increase passenger-train speed

The Illinois Department of Transportation has signed a \$3.75 million contract with Gateway Western Railroad to build a track along the Mississippi River in greater East St. Louis, which over the short-term will shave 20 minutes' travel time for Amtrak Chicago-St. Louis trains and long-term is a step toward building a high-speed rail line that has been delayed for six years by funding problems. The new funding includes \$3 million in federal money plus \$750,000 in state matching funds.

By using the new track, Amtrak trains will face less congestion and fewer conflicts with freight trains, and be able to travel faster. The Chicago-St. Louis trains currently use Merchants Bridge linking Granite City, Ill., and northern St. Louis, to cross the Mississippi, and then traverse a slow-speed track along the river in St. Louis. The new track, through an area now largely vacant that used to be occupied by several freight yards, will allow Amtrak trains to use MacArthur Bridge directly to the St. Louis station area. The trains used this general route as a detour in 1997 while the riverfront trestle on the St. Louis side was being replaced with a new structure.

Illinois officials are also moving ahead with plans to install a state-of-the-art train signaling system, which will allow the train's top speeds to rise to 90 mph from the current 79. A \$20 million grant from the Association of American Railroads will get the four-year project off the ground, creating a 123-mile test area north of Springfield as far as Mazonia, Ill., south of Joliet. That project has drawn national attention as one of the first to employ satellite tracking technology, which will increase safety by decreasing the possibility for human error and save time by minimizing the minutes spent waiting for another train to pass.

Both projects are part of the cautious

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Conrail business train fleet to be split between NS and CSX

Conrail has announced the tentative disposition for its fleet of business train cars. Information distributed to passengers on a Cincinnati-Columbus trip on August listed the following history and assignments:

- Locomotive No. 4020: Model E8, built in 1951 by EMD for the Pennsylvania Railroad and numbered PRR 5809. Transferred to Penn Central in 1968 and renumbered PC 4309. Amtrak acquired the unit in 1974 and renumbered it AMTK 496. In 1976, Amtrak removed the steam generators and installed head-end power sets. Conrail purchased the locomotive from Amtrak in 1984 and renumbered it CR 4020. Currently assigned to Norfolk Southern.
- Locomotive No. 4021: Model E8, built in 1952 by EMD for the PRR and numbered PRR 5711. Transferred to PC in 1968 and renumbered PC 4311. Amtrak acquired the unit in 1974 and renumbered it AMTK 317. Amtrak removed the steam generators and installed head-end power sets. Conrail purchased the locomotive from Amtrak in 1984 and renumbered it CR 4021. Currently assigned to CSX.
- Locomotive No. 4022: Model E8, built in 1951 by EMD for the Erie Railroad and numbered 833. With the 1960 merger of the Erie and Lackawanna Railroad companies, it was renumbered EL 833. The unit was conveyed to Conrail in 1976 and renumbered CR 4022. In 1979, the locomotive received a major overhaul in Altoona. The gear ratio of 55:22 allows for a top speed of 90 mph. Currently assigned to CSX.
- Observation Car No. 10: Built in 1922 by Pullman for the New York Central for use as a rear-end observation car. Named the "Queen Elizabeth." Renamed the "Hudson River," it served the Empire State Express in the early 1930's. The large rear platform was constructed to accommodate President Franklin D. Roosevelt's wheelchair. In 1942, it was renamed the "Kalamazoo River" and served the Twilight Limited. In 1947 it was renamed "Victoria Park" and stored for stand-by service. In 1952, it was placed in company service as an inspection car and numbered NYC 30. Transferred to Penn Central in 1968 and renumbered PC 30. It was part of the funeral train for slain presidential candidate Robert F. Kennedy. Briefly renumbered CR 76 before becoming CR 10 in 1977. Currently assigned to CSX.
- Sleeper No. 11: Built in 1959 by Pullman for the Erie as a 5 double-bedroom/10 roomette sleeper car. Named the "Spirit of Youngstown." Conveyed to Conrail on April 1, 1976 and numbered CR 11. Currently assigned to CSX.
- Sleeper No. 8: Built in 1923 by Pullman as a tourist (open section) sleeper. Acquired by the Southern Railway and converted to a coach in 1954 and numbered SOU 1041. Acquired by Conrail in 1983 and renumbered CR 24. Converted to an eight-bedroom sleeper in 1984 and renumbered CR 8. Currently assigned to CSX.
- Office Car No. 1: Built in 1927 by Pullman as a tourist sleeper. In 1948, it was acquired by the Southern Railway and converted to a dinette/coach and numbered SOU 3102. It was converted to an office car in 1964 and renumbered SOU 10. In 1970, it was renumbered SOU 3. Acquired by Conrail in 1982 and renumbered CR 1. Currently assigned to Norfolk Southern.
- Office Car No. 4: Built in 1927 by Pullman as a tourist sleeper. In 1951, it was acquired by the Southern Railway and converted to an office car named the "Tennessee." In 1953, it was number SOU 4. Acquired by Conrail in 1983 and renumbered CR 4. Currently assigned to Norfolk Southern.
- Office Car No. 5: Built by Pullman in 1911 for the Norfolk & Western. Named the "Pocahontas." Norfolk Southern numbered it NS 7 and retained the name. Conrail purchased the car in 1988 and renamed it the "Boston" with number CR 100. Renumbered CR 5 in 1994. Currently assigned to Norfolk Southern.
- Dome Coach No. 55: Built in 1955 by Budd for the Atchison, Topeka & Santa Fe and numbered ATSF 552. It was purchased by Auto-Train in 1971 and renumbered 554. Western Rail Services bought the car in 1982 and changed the number back to 552.

The car was sold to a short line in 1986. Conrail purchased the car in 1988 and renumbered it CR 55. Currently assigned to Norfolk Southern.

- Coach No. 27: Built in 1947 by Budd for the NYC, and numbered NYC 2949. Transferred to Penn Central in 1968 and renumbered PC 2949. Acquired by Amtrak in 1974 and renumbered AMTK 5667. Acquired by Conrail and renumbered CR 27. Currently assigned to Norfolk Southern.

- Conference Car No. 12: Built in 1951 by Budd for the PRR as a parlor car, numbered PRR 7138. Transferred to Penn Central in 1968 and renumbered PC 7138. In 1980, it was converted to a meeting room/board room car and renumbered CR 12. Currently assigned to CSX.

- Theater Car No. 9: Built in 1954 by Pullman for the Canadian National as a dinette car and numbered CN 428. Conveyed to VIA in 1974 and renumbered VIA 428. Acquired by Conrail in 1982 and renumbered CR 23. In 1985, it was converted to a track inspection car and renumbered CR 9. Currently assigned to CSX.

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approach state planners are taking to high-speed rail, the objective being to reduce St. Louis-Chicago travel time to 3 1/2 hours, a commute planners say would make Amtrak competitive with airline service. The trip is now about 5 1/2 hours. Right now that means test projects like the signaling system and studies on the environmental impact of faster trains. It also means continuing to look for a private partner for a program that will likely cost between \$400 and \$500 million.



STB approves Conrail breakup, adds some condi- tions

Calling it the most pro-competitive merger in railroad history, the Surface Transportation Board on June 8, as expected, approved the \$10.2 billion acquisition of Conrail by CSX and Norfolk Southern.

In contrast to the ornate room where the old Interstate Commerce Commission ruled on mergers, the Conrail decision was unveiled in small, spartan surroundings in STB's nondescript digs on K Street in Washington. But the import of the decision was hardly modest.

"This carefully crafted, privately negotiated deal injects competition into the entire East like no merger ... has ever done," said STB Chairman Linda J. Morgan. "It creates two strong competitors in the East that will provide improved rail service opportunities throughout the Northeast and South. More specifically ... it will bring competition to many areas that had lost options through the creation of Conrail."

The Board did, however, impose several conditions to enhance competition and ensure a smooth takeover. As expected, deals the two railroads negotiated with shippers, other railroads, and state and local governments were made part of the conditions. But the board went further, extending its oversight of the merger process to five years from three. It opened New York City a bit, ordering CSX to negotiate agreements with Canadian Pacific for haulage or trackage rights between Selkirk (Albany), N.Y., and Queens, and with Providence & Worcester between New Haven, Conn., and Queens. It also ordered CSX to study improving cross-harbor float operations and cooperate in a city study for a cross harbor freight tunnel.

As part of an "early warning system" developed in the wake of the Union Pacific-Southern Pacific service meltdown, CSX and NS must give the STB detailed weekly

operational reports covering everything from on-time performance to car inventory. "We feel we've added competition without restructuring the deal," Morgan said. Board Vice Chairman Gus Owen, echoing comments he made in approving the UP-SP merger, said the board will be an active watchdog and will not hesitate to reexamine the merger.

The STB also approved specific conditions, including route transfers and other steps in western New York that were meant to expand sale-related private agreements to increase competition in the Buffalo and Rochester, N.Y., area. The board will also monitor Chicago area car switching to assure that CSX does not control all terminal railroad operations in that area, specifically watching performance on the Indiana Harbor Belt. CSX is also required to negotiate with Illinois Central to resolve a dispatching dispute in Memphis.

In Massachusetts, New England Central receives new trackage rights between Palmer and Springfield, Mass., and in Ohio, the Wheeling & Lake Erie, the state's largest regional, gets trackage rights to Toledo to connect with the Ann Arbor Railroad and other lines. Indianapolis Power & Light gained a new rail connection to Norfolk Southern and Indiana Southern, a regional carrier that the company sought as a competitive alternative to CSX.

CSX and NS CEO's were pleased with the vote. "It's a great day for the railroad industry," said John W. Snow, CSX chairman. His NS counterpart, David R. Goode, said "for a nation that depends on safe, efficient, reliable rail transportation service, June 8 will be remembered as a watershed day."

But Snow was not pleased with the conditions, which, he says, impact CSX more than NS. "In some cases the agency went further than I would have hoped," Snow said, citing the board's efforts to improve access to New York City. "Since we're simply stepping into the shoes of Conrail east of the Hudson, no one is worse off,"

Snow said.

The board's strict operational monitoring plan apparently did not faze either CEO. "All along we were going to do a substantial amount of internal monitoring," Goode said.

The vote came days after a flurry of agreements CSX and NS reached with merger opponents and other parties—most notably Cleveland and its suburbs.

On June 4, the second day of oral arguments before the STB, CSX and Cleveland Mayor Michael R. White struck a deal over train routings and noise abatement just 15 minutes before he was to address the board. CSX agreed to divert 12 trains from the Cleveland Short Line to the Lakefront Line, fill 40 percent of new jobs at the Collinwood intermodal facility with Cleveland residents, and establish a \$10.7 million community impacts fund "*Cleveland: Center of Controversy*," July 1998 *TRAINS*. On June 1 and 2, NS announced deals with Cleveland and its suburbs. NS will fund the Clogville connection in the city to link its ex-Nickel Plate and the New York Central, enabling NS to divert some traffic away from Cleveland's western suburbs. NS also will fund a \$10 million community impacts fund in Cleveland.

In the week before the vote, Indianapolis linked a deal with CSX that enhances competition there; NS agreed with New York State officials to continue service on Conrail's Olean Secondary, the former Erie main line (Southern Tier) west of Hornell. And in mid-May, Amtrak threw its support behind the breakup after CSX and NS agreed to support STB oversight of Amtrak on-time performance on affected lines for three years. CSX and NS also agreed to cooperate with Amtrak's bid to bring publicly funded high-speed passenger service to Amtrak's Chicago-Detroit and New York-Buffalo routes. In exchange, Amtrak gave its blessing for CSX and NS to expand freight service over the Northeast Corridor — including the first Newark-Washington through freights in more than a decade. In a sepa-

"This carefully crafted, privately negotiated deal injects competition into the entire East like no merger ... has ever done,"

rate deal, NS will allow Amtrak to haul express business over its routes and the parties will study a joint venture for future express business.

Big questions remain, including when it's going to happen. The STB's written decision is due July 23, with the merger to take effect one month later. But up in the air is the so-called "Day 1" when the railroads begin to operate their portions of Conrail.

Whatever the startup date, it won't come until labor agreements are signed, computer systems are on line, and both companies are confident of safe and smooth transition. The railroads agree that they will pull the plug on Conrail simultaneously. "There will be one Day 1, and it will be as soon as possible," said Snow, noting that no specific date has been set.

Bill Stephens, TRAINS On-Line, 6/18/98

Construction Projects

Just a brief note this month. We have been very busy and I haven't had much time to put this newsletter together as well as other times. As of the end of August I had 60 active projects in various stages of work

Norfolk Southern:

We bid on the Erie project and were tied, another firm got the job. We bid on the Cloggsville Connection and "had the best proposal but the other got the price". Story of a consultant in private business. We did get the intermodal facility at Princeton, Indiana for the new Toyota plant. Survey has started and design will be completed in 45 days. Lafayette is seeing Route 52 project complete, Route 25 setting the second bridge (as I write this) and final design of the corridor finishing up in the middle of September. We had operating meetings and final alignment and operating plans have been made. The city is hoping for a January letting with trains running in the new corridor by the fall of 2000.

Siding projects - Sloan is complete and in service, Sidney is complete except for the

UP turnout and signals, Catlin is being surfaced and signals installed, Ross Lane is in place, not operating, Marshfield is complete except for a bridge (late Oct.) and about 3000 feet of track, Attica is complete for grading and trackwork will start this month.

Other jobs - Toledo is starting and I have one man there full time through the end of November, Van Loon is progressing, E. St. Louis and Belleville have started for the new MetroLink bridges over NS, another bridge has started in Alton, one on I-74 northwest of Normal, one north of Mansfield, one in New Waverly, Indiana and one in Cleveland on I-77. and Springfield and Sturgeon, Missouri are finishing up.

Conrail:

Cleveland area has blown up. We have 2 bridges on I-71 at Brook Park (Short Line, Rockport Yard and Chicago Line), in Cleveland on I-71, 140th St., 150th St., I-77, I-271, three in Ravenna, one in Ashtabula, one in Rush Run, one in Bellaire, one in Findlay, Ohio, one in Alloy, WV and finishing up in Alliance, Ohio and near Charleston, WV. We have two inspectors working on CSX projects in Cleveland. One is the new intermodal facility for CSXI and the other is on the Short Line project - utilities and tunnels.

CSX:

We are still involved in Lafayette and planning for Phase 5. In Louisville area we are completing design of 2 new bridges and west of Cincinnati we are preparing plans to repair a 1200 foot long steel trestle.

Our Chicago office got projects for the CN/IC connection at Harvey and a new CSX track relocation for the Corps of Engineers in Indiana. In addition they are working on Metra and CTA projects.

When NS takes over Conrail our territory will expand into Michigan and northern Indiana on several new projects. Fun time to be around in the business.

Rick

CN/IC Operational Changes

I'm getting pretty close to finishing some good reading—the STB filing for the CN/IC merger. At about 3000+ pages (5 bound volumes, almost 12 pounds total), I attempted to reduce it down to a summary of the interesting stuff, that of interest to this list I've included here:

Several physical plant changes are planned:

1) New connection at Belt Crossing (Cicero, Ill.) in the southwest quadrant, for movement of trains between CC&P Hawthorne Yard, and points south via BRC.

2) New connection at Harvey, Ill. in the southeast quadrant, with wye tracks connecting for both eastward and westward GTW moves, a primary link between CN/GTW and IC, no longer requiring a back-up move at 157th St.

3) CN Gateway Intermodal Terminal and IC Moyers Intermodal Terminal are combined as one and remain Moyers Intermodal Terminal.

4) Champaign Yard improvements: South end of "A" yard (towards Bradley Ave.) was stub-ended about 6 years ago, gets all new switches for through movement at the south end. North end of "C" yard (towards Leverett Jct.) gets leads and switches reconfigured. Yard tracks 1, 2, and 3 from "A" and "C" yards will be connected together to make throughfares, plus the running track.

5) Centralia Yard improvements: The "southbound" main (yes, ABS still in effect here), which currently runs west of the yard, will be moved to the east side of the yard, parallel to the "northbound" main. The double-track segment between Sandoval Jct. and Irvington will be split, such that there will be single track over the BNSF/NS crossing. CTC will be installed. [Could this be the end of the operator/leverman at "B" yard?] Also, the lead configuration will be streamlined at the south end of "B" yard.

Lots of proposed traffic changes too (I listed only the relevant trains in this area):

1) Intermodal trains I-44/I-45 (Montreal-Dallas) 6 days/week via CN-Chicago-IC-Jackson, Miss.-KCS.

2) Automotive trains A-01/A-02 (Toronto-Memphis) 6 days/week via CN-Chicago-IC-Memphis.

3) Automotive trains A-05/A-06 (Toronto-Kansas City) 5 days/week via CN-Chicago-IC-Springfield, Ill.-GWWR.

4) Merchandise trains TOSH/SHTO (Toronto-Shreveport, La.) 7 days/week via CN-Chicago-IC-Jackson, Miss.-KCS.

5) Unit potash trains B390/391 (Saskatoon-Champaign) as needed, diverted as necessary to points south.

6) Champaign Yard becomes very important in the blocking of northbound trains for various northern points. It's expected that Champaign Yard will see about 250 cars/day increase in traffic. New blocks assigned to be re-classified at Champaign are: Symington, Battle Creek, Sarnia, and Toronto blocks.

7) Centralia Yard becomes more important for southbound traffic, and expects to see an increase of about 91 cars/day. New blocks assigned to be re-classified at Centralia are: Shreveport-KCS and Beaumont-KCS.

That's all we know right now. Of course, as I find out more, I will pass it along!

Erik Coleman, RailNews IC Columnist, Champaign

An IC Quick Reference

Bruce Bird had suggested I gather a summary of IC schedules centered around Champaign and post them to the group. So with his help, and several others, I've compiled a "Railfan's Guide to the IC at Champaign".

DISCLAIMER: As most of you know, the IC can run freights any time they want, any way they want. There are no guarantees to the schedule. The intermodal trains and Amtrak follow the tightest schedule, and are more reliable. The manifests are more

loosely scheduled, and the times shown reflect either the "computer schedule" or an average time with a window of plus or minus 2 hours. Obviously, things like unscheduled set-outs/pick-ups and unforeseen delays can throw the whole thing out the window. Worse yet, the IC has a habit of completely changing the Local trains around every two weeks or so.

Some trains are reclassified at Champaign Yard, others only change crews. Those reclassified can be delayed anywhere from 2 to 6 hours, depending on work to be done. In some cases, I've listed both arrival and departure times to reflect this.

Southbound freights:

CHME Dep 02:30 DAILY - Chicago/Markham to Memphis freight (via Centralia). Chicago Dist. crew returns on I-04.

I03 Dep 05:30 DAILY - Chicago to New Orleans Intermodal (via Centralia). Also carries stacks to BNSF & UP at Memphis and East St. Louis. Champaign Dist. crew off I04 takes it south.

LCPDE Dep 07:00 MO-SA

Champaign-Decatur Local (via Mattoon). Does any work along the way. Probably never makes it to Decatur in 12 hours.

MHME Arr 9:00 Dep 10:00 DAILY - Chicago/Markham to Memphis freight (via Bluford). Usually some switching to do at Champaign Yard.

LGICP Arr 11:00 MO-SA - Gilman-Champaign Local Turn. Does all local switching along the way, turns back at Champaign Yard and ties up at Gilman.

GLCE Arr 14:00 Dep 17:00 DAILY - Chicago/Glenn to Centralia "junk" freight. Does work at Champaign Yard. Handles Decatur and Mt. Pulaski blocks. Chicago Dist. crew turns on CPGL.

I01 Dep 21:05 DAILY

Chicago to New Orleans Intermodal (via Centralia). Also carries automobiles to Jackson, Miss. ramp. Chicago District crew turns back on JACH. Champaign District crew will turn back on I02.

Northbound freights:

MEMH Arr 03:00 Dep 06:00 DAILY - Memphis to Chicago/Markham freight. Chicago Dist. crew off I03 takes it north.

I04 Dep 03:30 DAILY - New Orleans to Chicago Intermodal. Also carries stacks from BNSF, UP at Memphis, and East St. Louis. Champaign Dist. crew turns back on I03. Chicago Dist. crew off CHME takes it north.

I02 Dep 06:20 DAILY - New Orleans to Chicago Intermodal. Holds at Champaign for Amtrak #58 (if on time.)

MECP Arr 11:00 DAILY - Memphis to Champaign freight. Terminates here, re-classified into CPGL.

LGICP Dep 12:00 MO-SA - Gilman-Champaign Local Turn, sets out and picks up at Champaign Yard before turning back to Gilman to tie up.

CPGL Dep 15:00 DAILY - Champaign to Chicago/Glenn "junk" freight. Counterpart to GLCE, Chicago Dist. crew off GLCE takes it north.

LDECP Arr 17:00 SU-FR - Decatur-Champaign Local (via Mattoon). Does any and all work along the way. Called 6am at Decatur, arrival varies wildly, crew often hogs.

JACH Arr 20:00 Dep 21:00 DAILY

Jackson, Miss. to Chicago/Markham freight. Chicago Dist. crew off I01 takes it north.

Grain, Coal, and extras:

Extras can be expected, grain extras and coal extras are unpredictable. An average day sees about 2-4 of these extras. With prices of grain, we can expect a very busy summer.

Erik Coleman

Editor: We ran out of room for all of Erik's column, check out the future web site at (once it is active) <http://trainweb.com/icrr/>.