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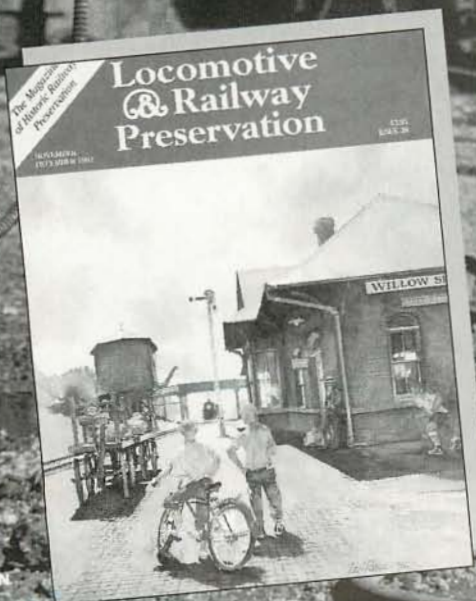
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(Mon.-Fri. 9 a.m. to 5 p.m. Pacific Time)





# PACIFIC RAIL<sup>®</sup> NEWS

JULY 1993

NO. 356

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Rebuilt UP E9 951 pauses at Hermann, Mo., on April 27, 1993, en route to Omaha. INTERURBAN PRESS: A.S. Nelson

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**COVER:** Amtrak train 323 celebrates the last hurrah for Milwaukee Road passenger equipment as it passes Rondout tower on July 5, 1975. Even in the 1990s Rondout remains a busy junction, but having been cut off from the suburban sprawl surrounding it, it is an oasis celebrating an earlier era of railroading. Michael W. Blaszak





There was quite a show along the Colorado/New Mexico state line this spring when Cumbres & Toltec Scenic Railroad called out steam-powered rotary OY to clear its line up to Cumbres Pass. The drifts—up to 21 feet deep—remaining after the long Rocky Mountain winter were a stiff challenge for the OY, fortified by a tripleheader of Mikados 487/497/488, shown at work on May 3, 1993. Steve Brown

# EXPEDITER

**SP GOES PUBLIC:** Southern Pacific Rail Corp., the only privately held company among the nation's seven largest railroads, is hoping the stock market will provide enough capital to ease its burdensome debt and keep operations flowing smoothly. SP hopes to raise \$550 million by selling 22 million shares of common stock in the U.S. and Canada and 5.5 million shares elsewhere (in total, about 20 percent of the company) at an estimated \$20 per share. The company is planning to follow that sale with a \$250 million debt offering; funds from that sale will be used, in part, to purchase equipment currently on lease.

This development is not totally unexpected. In the last few years SP has relied on \$1.4 billion in revenue generated by selling real estate and other assets to cover operating costs. Without this offering, cash would have continued to be tight for several years. After the sale, SP president, chairman and CEO, Philip Anschutz, will

still control SP with 56 percent ownership. Yet, with SP purchase partner Morgan Stanley & Co. (which owns 15 percent) and new stockholders pressuring the company toward quick profitability, some drastic downsizing—including major line sales—may be in SP's future.

## C&NW A MOTIVE POWER PIONEER:

After reviewing competitive bids from General Motors and General Electric, Chicago & North Western decided to award its 1993 new locomotive order to GE. As a result, C&NW will be the first buyer of GE's new Dash 9 line of high-horsepower units.

C&NW is purchasing 35 C44-9s for delivery during the fourth quarter of 1993. The Dash 9s differ from Dash 8s in four significant respects: 4,360 h.p. rated output; higher capacity radiator core including an intercooler to cool intake air; longer frame; and a new non-radial truck design. The new units will be C&NW's first wide-nose locomotives, something C&NW

isn't exactly sold on, but units with standard cabs aren't any cheaper. The Dash 9s will probably be numbered 8600-8634.

## GATEWAY WESTERN SOLICITS ICC RULING:

Gateway Western wants the ICC to determine if it is indeed controlled by Santa Fe. This filing is the latest move in an increasingly bitter dispute between GWWR and Southern Pacific's SPCSL Corp. The center of the dispute is control of the now jointly controlled GWWR/SPCSL between Godfrey, Church and Tolson, III. SPCSL wants to obtain a court ruling that would terminate GWWR's ownership rights in the line. Such a ruling, would block Gateway from competing with SP for East St. Louis traffic.

According to GWWR, "SP's actions, if successful, will permanently halt Gateway's operations and thus foreclose competition by Gateway in the Kansas City-East St. Louis corridor." This dispute has been building since fall 1992 when SP filed



suit in a federal court seeking a ruling requiring GWWR to cease operations over the line. The heart of SP's dispute are contentions that Santa Fe controls Gateway and that such control violates the provision of the agreement allowing SPCSL and GWWR to both use the line. Gateway estimates that it moves 175 carloads per day over the disputed line, traffic that is essential to the continued its operation of the Kansas City-East St. Louis main line. From the looks of SP's response to the UP/C&NW control petition, and this case, one might think SP is suffering a case of self-induced split personality—competition may be good for the goose, but not the gander.

**CN LOSES \$800 MILLION IN 1992:** Canadian National took an heavy financial hit in 1992, to the tune of C\$1 billion (U.S. \$800 million). The magnitude of the CN loss was not unexpected, however, as the employee separation packages announced in late 1992, cutting CN's work force by one-third over the next three years, was expected to comprise a portion of 1992's losses. Operating losses for CN's U.S. operations were C\$155 million, compared with a loss of C\$55 million in 1991 and C\$12.7 million in 1991. The only area CN did well in was its non-rail businesses.

CN president and CEO Paul Tellier is optimistic and committed to the future of CN North America. Tellier has stressed that the number of initiatives taken last year should



Two Kansas City Southern SD60s lead train 5 southbound over new bridge construction near Mooringsport, La., just north of Shreveport. KCS, in the process of absorbing regional MidSouth, continues to be one of the West's most successful railroads, boasting a healthy first-quarter profit. John Gieske

ensure a viable future for CN-NA. These initiatives include alliances with leading U.S. railroads and the Sarnia, Ont.-Port Huron, Mich., tunnel project.

**SP WANTS MAJOR ACCESS TO UP:** Southern Pacific, in response to Union Pacific's petition to control Chicago & North Western, wants the Interstate Commerce Commission to reject the application. But if that doesn't happen, SP wants the next best thing—access to UP's C&NW, Missouri Pacific and

Missouri-Kansas-Texas rail units. SP intends to seek track-age and haulage rights enabling it to service shippers served by C&NW, MoPac and MKT. The same kind of request was made by C&NW a few months back in response to the Wisconsin Central takeover of Fox River Valley and Green Bay & Western—it was rejected.

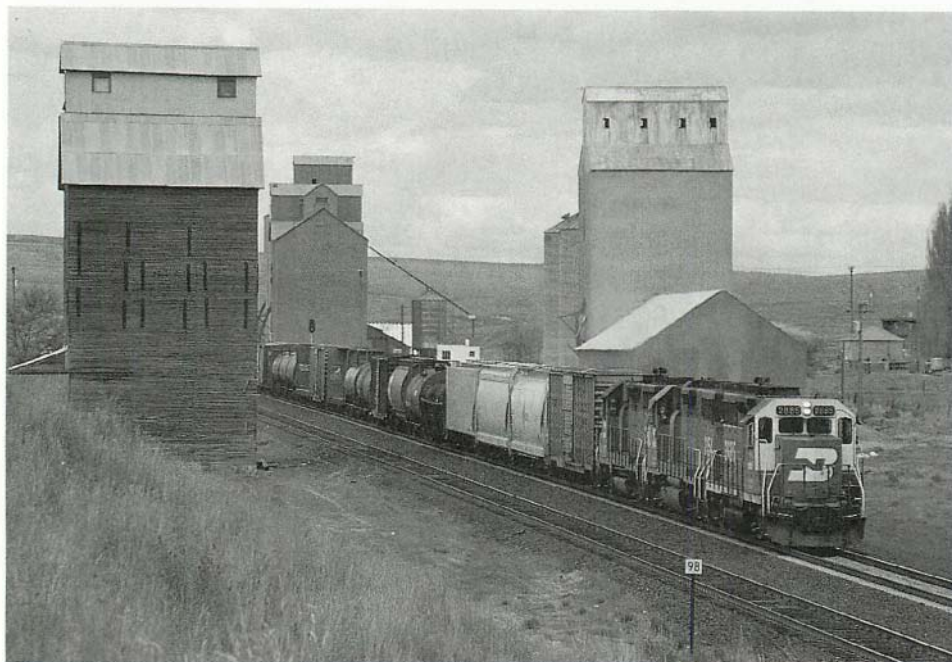
SP also wants access to C&NW's Chicago facilities and wants to participate in the various marketing- and operations-coordination agreements UP

and C&NW have entered into. SP claims that the independent C&NW has become such an integral part of other rail systems, allowing it to become part of the UP would substantially reduce competition and erode the quality of rail service in the West. The UP/C&NW application has formidable opposition—from SP, Burlington Northern, Soo/CP, Santa Fe and a host of other carriers. (This issue's C&NW column details what other opponents are asking the ICC for.) *PRN*



If you plan on riding the *California Zephyr*, *Sunset Limited*, or *City of New Orleans* soon, chances are you will ride behind Amtrak's General Electric AMD103s. The new 4,000 h.p. locomotives were a cooperative design venture between Amtrak and GE. New features include office-environment cabs, non-curved aerodynamic styling, and a 2,200-gallon fuel tank built as an integral part of the frame. Photo courtesy of GE





BN 2885 rolls a Portland-bound freight through Cunningham, Wash., on April 17, 1993. With BN's fleet of SD60Ms and soon-to-arrive SD70MACs, four-axle units like this GP39M add much-needed variety to a roster that is becoming increasingly standardized. Lindsay Korst

## Of Coal, C&NW and UP

Burlington Northern has urged the Interstate Commerce Commission to deny the Union Pacific's petition to control Chicago & North Western on the grounds that the transaction is "too speculative." BN officials publicly state that further expansion by UP will broaden the competitive imbalance among the major carriers in the West.

A surplus of electrical generating capacity in the East, coupled with a big drop in natural gas prices in the West, have combined to put a damper on the expansion of contracts for moving coal out of the Powder River Basin. Until the economy picks up on a sustained basis, both BN and UP will have to be content fighting over existing coal contracts with major utilities.

## Profits Improve

Burlington Northern recorded higher profits for 1993's first quarter, despite a 1 percent decline in operating revenues. Net income increased by \$12 million to \$82 million, despite a \$15 million drop in revenue to \$1.17 billion. Company officials blame the revenue drop to unusually severe weather and noted that traffic in all categories increased during March. The closely watched operating ratio dropped to 85.6 percent, from 87.5 percent during the same quarter in 1992. Top management at BN seems particularly sensitive to the operating ratio—particularly since chief competitor Union Pacific's ratio is in the high 70s.

## Grain Traffic Disappointing

Grain traffic moved on BN during 1992 was a disappointment, decreasing 1.3 million tons from 1991 levels for a total of 36.8 million tons. The severe credit problems experienced by the former Soviet republics are blamed for this decrease in business. BN's \$750 million investment in new rolling stock anticipates a resolution of the credit crunch and an increase in grain loadings later in 1993.

The U.S. wheat market has been swamped with Canadian-grown grain products in the past two years, as the U.S. has become one of the dominion's largest customers. For 1992, the amount of Canadian grain exported to the U.S. increased to 53.44 million bushels, up 183 percent from 1991 levels. BN has participated in this international traffic, both into Midwestern

and, recently, Pacific Northwest ports. In Washington, CP grain hoppers were spotted in Pasco during late April at the port grain terminal. Observers report that recent CP- and Canadian government-owned grain hoppers moving across the border into Washington are a first-ever event.

After much media hype, BN finally started its railcar barge service between Galveston, Texas, and Coatzacoalcos, Mexico, in mid-April. The partnership with Mexico's Grupo Protexa employs two barges, each capable of moving 54 jumbo grain hoppers.

## Northwest Port Activity

Intense competition between the ports of Seattle and Tacoma continues, with Tacoma expecting to outdo its larger neighbor in 1993. In 1992, Tacoma moved 1.05 million 20-foot equivalent (TEU) containers, with Seattle handling 1.15 million TEUs. Tacoma is optimistic about its future because of its on-dock intermodal rail facilities, with well car capacities of 30 and 88 units, spread over 12 tracks. Both BN and UP expect to share in this business increase, although the local switching rights belong to Municipal Belt Line, owned by the City.

In an effort to maintain pace with Tacoma, Seattle is working with American President Lines (the port's largest tenant) on a contract that would at least double APL's operating base (from 80 to at least 160 acres). BN has a strong position in this expansion, as it owns the only rail bridge across the Duwamish Waterway to West Seattle. APL currently has an exclusive contract with UP for moving containers, which may be impacted by the waterway access agreement. The recent crew accord with Northern Lines operating employees may give BN an opportunity to bid on this competitive and time-sensitive traffic. Yet, there remains some skepticism on the part of some observers that the additional traffic can be handled on the already overburdened BN main lines across Washington.

Updating last month's column, the agreement between Ford Motor and BN for moving new vehicles to the Northwest by container includes all traffic except oversized models.

## Flooding And Detours

Spring "monsoons" across the Midwest kept BN managers scrambling, with a number of lines closed by high water. In addition to the problems in western Illinois reported in last month's *PRN*, BN experienced major damage on the Omaha main line east of Ashland, Neb., in mid-March. A large ice jam on the Platte River forced the stream out of its banks and operations were further impacted by flooding on the Elkhorn and Big Blue rivers in the Cornhusker State.

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Flooding on the Mississippi River in April affected the "K Line" between Burlington, Iowa, and West Quincy, Mo. While some coal traffic was rerouted via Galesburg and Quincy, symbols JJ068 and KK118 were operated via Kansas City and Springfield, then east on the Cuba Subdivision (former Frisco First Sub) to St. Louis. Because of the steep gradient in the vicinity of Rolla, Mo., several trains had to be doubled, or shoved by trailing manifest train power.

### Excursion and Special Train News

Equipment and expertise from across the West will converge in the Chicago area for a planned recreational operation west of Aurora, Ill. Washington Central Railway, operator of the successful *Spirit of Washington* dinner train near Seattle, plans to operate a dinner train from Montgomery to Ottawa, Ill., using eight cars and three locomotives being refurbished at its Yakima, Wash., shops. The planned three-hour ride along the Fox River will use equipment formerly operated by Transisco's *Texan* dinner train in San Antonio, Texas. WCRC plans to use BN trackage for the operation, contingent on its ability to construct a depot and support parking at the eastern terminus in Montgomery. The train should spur ridership on Metra's already-busy commuter route over the BN from Chicago to Aurora. In a related news item, BN and Metra will be involved in the expansion of passenger service to feed a riverboat gambling operation planned to begin in Aurora in June.

Out in Nebraska, the Southeast Nebraska Railroad Association is negotiating with BN to purchase 18 miles of abandoned right-of-way between Nebraska City and Brownville for the operation of an excursion train. The estimated value of the transaction is \$450,000, exclusive of equipment assets the operator has already lined up for the line.

A Lincoln, Neb.-based group is also looking at operating a tourist train on 54 miles of BN trackage between Lincoln and Nebraska City, Neb. If approved by BN, this would be a trackage rights-only deal as the common carrier presently handles coal to Omaha Public Power District's Nebraska City plant on the line.

### Operational News Shorts

Nine cars of a 93-car Pasco-Portland freight derailed at Home Valley, Wash., on April 20, apparently caused by a broken wheel. BN received plenty of media attention during the cleanup as two loaded 25,000 gallon tank cars sank in the Columbia River . . . The movement of traffic on the busy Powder River Basin line should improve later this year, as BN and C&NW plan to construct 10.2 miles of second main track between East Logan and West Bill, Wyo. . . BN will participate in a test run of Amtrak's experimental tilt train, the X2000, on June 30. It is reported that the X2000 will make a non-stop run from Denver to Chicago, similar to the famous *Zephyr* run in 1934, although this trip is scheduled to last 17 hours . . . Despite the temporary leveling off of container shipments during the first quarter of 1993, BN reports that it still handles 5,500 doublestack well units per day across the system . . . The increase of interline coal trains with connecting carriers has facilitated the use of more pooled locomotives on manifest trains in an effort to equalize horsepower hour credits. To wit, train 3 departed Chicago on April 11 behind a trio of Santa Fe SD40-2s, 5136/5168/5105. On March 29, train 3 departed Cicero with BN SD40-2 7886 leading Conrail SD50s 6784 and 6785.

### Motive Power Notes

As reported in last month's *PRN*, all nine GP20Cs were parked by BN effective April 30. Units 2001-2009 are stored in the transfer yard at Northtown as of the first week of May . . . An unexpected surprise on the Hinckley Local out of Minneapolis on April 18 found Duluth, Missabe & Iron Range SD9s 156, 155 and 138 dead in tow behind GP20C 2002. The SDs were set out at Independent Locomotive Service at Bethel . . . Additional EMD SD40-2s have come onto the property and are based at Lincoln, Neb., for inspection purposes. Recent sightings include the 6040, 6045 and 6047.

Thanks to Mike Bartels, Mike Blaszk, Ted Ferkenhoff, Mike Kiriazis, Dave Kroeger, Glenn Lee, *THE MIXED TRAIN*, Mike Murray, *RAILWAY AGE*, Michael Sitter and *TRAFFIC WORLD*.

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Santa Fe B40-8W 540 leads a westbound stack train past the depot at Mountainair, N.M., on April 17, 1993. Concrete tie installation in nearby Abo Canyon was completed the previous day, ending service disruptions and detours over the Raton Pass line. Chris Raught

**More New Power**

"I've got a secret to tell you," Chairman Rob Krebs told about 400 people attending the stockholders' annual meeting in Schaumburg, Ill., on April 27. The "secret," which insiders had already learned, was that Santa Fe had placed an order with General Electric for 25 more new locomotives for the fourth quarter of 1993. The order increased the total of new units for 1993 to 85.

What Krebs didn't tell the audience was that Santa Fe has been gasping for power most of the year to handle the onslaught of new business being generated by the railroad's increasingly aggressive marketing units. Readers of this column know that the railroad has been running many of the C30-7s it had earlier turned back to GE. Despite this help, Santa Fe has been forced to hold a number of trains "on paper" until

locomotives (or crews) become available.

The horsepower rating of the new units has not been confirmed. Santa Fe sources indicate they will be "C44-8Ws" producing around 4,400 h.p. According to GE, though, the new units will be rated at 4,125 h.p. like the order being delivered now.

Meanwhile, the first 60 C42-8Ws ordered for 1993 delivery continued to arrive. For some reason, GE began shipping even-numbered units, with all the optional equipment specified by Santa Fe, before completing all of the odd-numbered locomotives. Through May 12, odd-numbered units through 905 and even-numbered units through 878 had reached the property.

**Kansas Under Water**

Weather fronts usually march across Kansas without spreading much precipita-

tion. In early May, though, a spring storm stalled over the Sunflower State. Wellington, which gets 3.9 inches of rain during a normal May, received more than 10 inches through the first nine days of the month and rivers began to overflow.

The Cottonwood River flooded the countryside between Strong City and Clements on May 8, putting the Newton Subdivision under water. Train 1-891-07, detouring on the passenger route through Kansas to avoid the Panhandle Subdivision rail replacement project, had to detour again when it reached Newton, heading south on the Arkansas City Sub to Mulvane and then north through the Flint Hills on the Emporia Sub. It was the first of many trains, mostly Amtrak runs and Wisconsin Electric coal trains, to use this detour; the hot piggyback trains returned to their normal route via Amarillo. Local LEB15, which normally runs between Kansas City and Newton via Topeka, was not operated west of Emporia for the duration of the flood.

The Amtrak detours also proved interesting. As train 4, the *Southwest Chief*, arrived in Newton during the pre-dawn darkness, a pair of Santa Fe "small units" (GP30s, GP35s, GP38s, GP39-2s) would couple on the rear. The freight units pulled the passenger train back west to Sand Creek and then down the Arkansas City Sub (formerly the route of the *Texas Chief*) through Wichita to Mulvane, where the Geeps cut off. The Amtrak units pulled the train north onto the Emporia Sub, and the Geeps awaited the reverse move with train 3. Power assigned to freight trains simply ran around the consist at Mulvane without using the tight head-on wye connection.

Meanwhile, the Walnut River left its banks at Winfield, blocking Santa Fe's main line to Texas. Santa Fe operated Houston trains via Amarillo and Lubbock, while Oklahoma City and Dallas traffic used more notable detours. Train 1-194-09 ran to Waynoka, Okla., on the transcontinental main line, then headed east over the Burlington Northern to the connection with the Texas line at Black Bear (Perry), Okla. Starting on May 10, Santa Fe trains

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(including the 194, 185 and 533) began using the dilapidated connection at Wellington to reach Union Pacific's former Rock Island trackage to El Reno, Okla., and Oklahoma City. Red Rock, Okla., unit coal trains were held for the duration of the flood.

Adding to Santa Fe's high water woes were Arkansas River flooding west of Dodge City disrupting operation of Denver trains 344 and 443, a washout of the Oklahoma Subdivision north of Guthrie and the flooding of the Enid Sub, which forced grain trains over the BN from Enid to Perry.

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### J. B. Hunt Goes Container

May 3 marked the long-awaited debut of J. B. Hunt's fleet of 10,000 intermodal containers. The first units left Corwith Yard for Los Angeles. Hunt's new containers come in both 48- and 53-foot versions and offer a 110-inch-tall cargo space throughout, providing exactly the same space as a highway trailer of comparable length. To permit these clearances, the containers do not have the usual lift castings protruding into the interior at each corner, hindering fork lift operations and pallet placement. The containers require a new "pin" mechanism (Santa Fe calls it the "Double Bullet") to be lifted on or off a railroad car or chassis from the side. Santa Fe has modified several Travelifts at Corwith and Hobart to use the mechanism.

At first, most of the westbound containers are expected to use train 188, increased to daily service on May 1. Kansas City and other intermediate points should soon be served, but the long Hunt containers won't be doublestacked to Northern California until Santa Fe reaches an agreement to fund enlargement of Southern Pacific's tunnels through Tehachapi Pass, expected this year.

What next for Santa Fe intermodal? At the Intermodal Expo in Atlanta during late April, Robert Krebs charged that joint-line railroad service doesn't meet customer expectations and should be replaced with haulage arrangements placing responsibility for performance on a single carrier. "We're willing to extend ourselves over somebody else's railroad through haulage agreements," said Krebs. "Then we would speak for the entire route." Krebs continued that Santa Fe was looking for rail partners to tap the Southeastern states and the Ohio River Valley, but doesn't want to get into the trucking or ocean carrier business.

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### Mexican Express

Two new contracts between Santa Fe and Nacionales de Mexico, announced on May 14, will pave the way for increased intermodal service south of the border. Santa Fe and FNM agreed to operate a joint intermodal ramp at Chihuahua, which opened on a five-days-a-week basis on May 24. Santa Fe will move trailers to and from Chihuahua on a single bill of lading, simplifying paperwork for customers.

Next, Santa Fe and FNM agreed to provide dedicated doublestack service weekly between Los Angeles and Mexico City via

El Paso, Texas. Santa Fe has been handling stack cars for K Line between L.A. and the FNM connection at El Paso since 1991, but has not previously attempted to coordinate service into Mexico's interior. Initially, stack cars will operate in existing trains between L.A. and Belen, N.M., and will be moved between Belen and El Paso in solid extra trains. FNM is supposed to forward the solid trains between Juarez and Mexico City without intermediate switching. K Line and Mitsui O.S.K. Line are expected to be initial customers, serving the growing number of Japanese-owned plants in Mexico.

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### Centralization Update

During the week of April 19, the siding at Kiowa, Kan., was hooked up to the new Combined System Operating Center in the Schaumburg, Ill., headquarters, the first point to be controlled by the CSOC. The CSOC opened for business on May 17, as personnel from the old System Operating Center on the fourth floor moved upstairs to the eighth floor and the first transferees arrived from the four regional operating centers. Dispatching of the Eastern Region was expected to be transferred from Kansas City to Schaumburg on June 1.

The Intermodal Business Unit announced in April plans to implement a new computerized scheduling system this summer. The new program will create a trip plan for each trailer and container, based on origin, destination, contract requirements and train space availability, which will ensure, for example, that only hot shipments are placed on fast trains. If a unit will not reach its destination at the time required by the trip plan, the system will notify the customer automatically.

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### Freight Service Changes

Trains S-LBCH and S-CHLB operate weekly between Long Beach and Chicago, handling doublestack containers for Maersk. The first S-LBCH left the Port of Long Beach on May 8 behind C40-8Ws 822, 857, 838 and 841. Of the 16 doublestack cars in the train, three were delivered to CSX for movement to Atlanta, while the rest were headed to the New York area via Conrail.

Train 816, formerly operating from Barstow, Calif., to Amarillo, Texas, has been extended to Tulsa, Okla., via BN. It replaces the Q-RITL schedule that ran briefly. Train 716, a Belen-Amarillo drag freight, reappeared at the same time.

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### Good First Quarter Results

Santa Fe Railway produced operating income of \$71.2 million during the first quarter of 1993, up 23 percent from the \$57.8 million earned during the corresponding 1992 period. The operating ratio decreased from 89.4 percent to 87.8 percent. Revenues advanced 7 percent to \$583.2 million. The increase was attributable to new business, primarily the Wisconsin Electric coal movement and GM vehicle traffic, as

revenue per carload declined slightly.

The added volume pushed operating expenses up 5 percent. Fuel expense rocketed 20 percent due to higher traffic and higher prices. However, labor expense declined 2 percent as benefits from last year's crew consist reductions were achieved. Interest expenses declined 19 percent to \$38.6 million, reflecting retirements of debt with line sale proceeds.

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### Chico Chatter

The long-awaited sale of the San Saba Subdivision to the Gulf, Colorado & San Saba Railway Corp. was closed on May 10. Terms of the sale were not disclosed. The San Saba Sub extends from a connection with the Lampasas Subdivision (Houston-California main line) at Lometa to Brady, Texas, 68 miles. The line was completed by Santa Fe predecessor Gulf, Colorado & Santa Fe in 1911. At one time Santa Fe operated extensions from Brady to Eden and Menard.

The concrete tie project between Scholle and Sais, N.M., in Abo Canyon was completed on schedule in April; 12,460 of the new ties were installed during a two-week period. Meanwhile, 70,500 new wood ties were installed between Truxton and Harris, Ariz. The Panhandle Subdivision rail project was completed in mid-May, ending detours of hot trains over Raton Pass.

Train 1-839-14 derailed two cars inside Tunnel No. 2 on SP's Tehachapi Pass line on April 14. This blocked the route till the morning of April 15. That same day, an SP derailment at Niland, Calif., forced SP to reroute trains 1LACHX-14 and 1LBCHT-14 over Santa Fe from Colton, Calif., to Vaughn, N.M., and train 1LBAZT-15 over Santa Fe from Colton to El Paso.

The ICC allowed T&P Railway, Inc. to abandon the former Santa Fe Atchison Subdivision between East Topeka and Parnell, Kan., in late April. When T&P purchased the line from Santa Fe in June 1991, it professed interest in continuing rail operations. However, the company, owned by A&K Railroad Salvage, showed its true colors shortly thereafter by pulling up five miles of 115-pound rail between Nortonville and Cummings and selling it.

*Thanks to Jayhawk, O. R. Bixler and Starpacer.*

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Traffic on CN North America's trains over the BN between Superior, Wis., and Chicago has increased to the point where multiple sections are run. Here, a colorful lash-up—led by one of the last GTW SD40-2s still in UP paint—powers train 341 at Andover, Minn. Steve Glischinski

## Massive Cuts Announced

On March 1, CN North America announced it would abolish 3,000 administrative and scheduled positions across Canada during 1993 and another 7,000 positions in the 1994-1995. Concurrently, U.S. employment will be reduced from 3,300 to 2,300 positions.

In 1993, about 1,000 of the Canadian reductions will come from management and administrative ranks at headquarters and regional offices and in the field. An addi-

tional 800 positions will be eliminated through employee buyouts, reducing the number of employees on layoff status. Savings equivalent to 175 jobs will be generated by implementing four-day work weeks at yards and shops in Winnipeg and Montreal. The final 1,025 reductions will come from operating forces across Canada.

There are reductions of 3,500 positions scheduled for both 1994 and 1995. The 1994 reductions will be effected through further eliminating service duplications at headquarters and regional levels, automation of information and communications

systems and some network rationalization that has already been announced, including shortline sales in Ontario and eliminating duplicate CN and CP trackage in the Ottawa Valley east of North Bay. The 1995 reductions are almost totally dependent on further line rationalizations, most notably a joint reduction between CN and Canadian Pacific of the rail network east of Winnipeg and negotiating with the various labor unions to enable more flexible work rules.

CN North America President and Chief Executive Officer Paul M. Tellier has indicated that CN's rail division lost in excess of \$250 million over the past three years. Tellier adds that losses would continue to grow and would total more than \$1.5 billion by 1997 if no action is taken. "Our goal is to lower costs by \$650 million by 1997." Tellier said that the 3,000 reductions planned for 1993 will contribute \$175 million of this amount in payroll savings.

Tellier also noted that CN North America will spend \$2 billion between 1993-1997 on capital programs designed to grow CN's business and improve the quality of its physical plant and equipment. Tellier also said that the company would continue to press for changes in federal and provincial tax laws and for less cumbersome regulatory practices.

It has long been noted that the financial problems with Canadian railroads principally involve lines in Eastern Canada. While this is largely true, Western Canada will not be spared in these work force reductions. There are 1,468 scheduled job eliminations in Western Canada this year. Current reductions include 793 positions. An additional 352 positions will be saved through attrition, cancellation of seasonal employment programs and the adoption of a four-day work week for Transcona Shops and some employees at Symington Yard in Winnipeg. Another 323 positions will be cut during 1993, but they have not been identified at this time.

Specific cuts for CN North America's U.S. Duluth Winnipeg & Pacific/Grand Trunk Western/Central Vermont operations were unavailable, but include a 33 percent reduction in headquarters staff.

## CN Leases Power

For the first time in many years, traffic levels on CN North America's system have increased to the point where leased motive power is required. Specifically, nine ex-Conrail GP38-2s have been leased from EMD by GTW, including Nos. 763, 775, 795, 800, 806 and 813, which can be used in either the U.S. or Canada. Units 772, 790 and 794 can be used only in the U.S. Also leased to the GTW is ex-Roberval & Saguenay GE Super 7 No. 391. Six former Detroit Edison SD40s, Nos. 001, 002, 005, 013, 015 and 016, now owned by Helm Leasing, are also leased to GTW for one year. Three of these units will go to Burlington Northern to pay back hours

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owed for BN units operating on GTW coal trains. The other three units are to be assigned to the Winnipeg-Chicago pool.

On lease to CN for 90 days are nine ex-C&NW SD40s now owned by National Railway Equipment. Unit numbers are 869, 871, 872, 874, 878, 882, 886, 889 and 892. They are to be principally assigned to trains 391 and 392 between Montreal and Chicago. All units are to be used in the trailing position only.

### DW&P Operations Clarified

Observations of DW&P operations since the train renumbering and schedule change in early March indicates that there is indeed a pattern. All trains are daily unless noted. Train makeup can vary depending on traffic levels to and from connections.

The first southbound train out of Ranier is 344 with traffic for Soo Line and C&NW, departing after 5 a.m. Next is 340 with traffic for Chicago departing after 7 p.m. Next is train 338 with both local traffic and traffic from Thunder Bay, Ont., and points east of Fort Francis, Ont., closely following 340 out of town. Last out is train 342 with the BN doublestack traffic from Boise-Cascade at International Falls, Minn., and traffic for the Wisconsin Central, departing after 11 p.m.

Since most northbound cars are empties returning from connections, they are not blocked as extensively as southbound trains. The first northbound out of Superior is 339 after 5 a.m. Next is 343 after 3 p.m. This train can usually be identified by a block of loaded auto racks on the head end. The last regularly scheduled northbound is 341 from Chicago, departing after 10 p.m. Other northbound manifests that operate as required and at any time are 345 and 347.

All trains run to and from Winnipeg except for 338 and 339, which run to and from Thunder Bay. Trains 338 and 339 also handle most of the local work on the DW&P. Running times are generally four to six hours depending on tonnage, meets and local work.

### DW&P Traffic Jam

The weekend of April 17-18 was not a pleasant one for DW&P operating personnel. Business was good, so good in fact that operations for most of the weekend were reduced to a crawl. The first serious problem was several defective and broken rails south of Virginia, Minn., on April 17. To make matters worse, 16 southbound trains were scheduled in a 30-hour period, including five 756 potash trains to be interchanged to C&NW at Superior, Wis. After the broken and defective rails were repaired, trains could move again, but C&NW was woefully short of power and yard space at Superior. The result is that trains started backing up on the DW&P. Sidings at Simar, Shaw and Peary were used to store trains, leaving Virginia, Haley and Ash Lake as the only sidings available for meets. Additional trains were held at Ranier. It was early the following week before the situation was completely back to normal.

### U.S. Military Routes on CN

It was a strange sight on Easter Sunday as CN SD40s 5026/5212/5012 led 59 cars of U.S. military equipment through St. Paul as an advance section of train 341. Another military train followed on April 17 with GTW 5933 and DW&P 5907 for power. Both trains had a Paducah & Louisville caboose on the end, occupied by military personnel. The equipment was headed for northern Alberta for summer maneuvers. In the past, these trains were handled by CN in Canada, but were always handled by a U.S. railroad south of the border. Soo Line moved these trains to Superior last year.

### CN Shorts

As reported in PRN 355, Peg SD40 5907 will be the first DW&P unit to receive the CN North America paint scheme. As of early May the unit was sandblasted at the GTW shop in Battle Creek, Mich. Another GTW unit, a former Union Pacific SD40-2, was released from the paint shop in late April. SD40-2 5932 was observed trailing DW&P SD40's 5910 and 5906 on train 341 through St. Paul on May 7. This leaves the 5934 as the only unit of this class still in UP yellow. It is expected to be repainted soon.

Late in 1991 DW&P SD40s 5902, 5903 and 5904 were reassigned to CN's Thornton Yard in Vancouver. In March, all three

were returned to the DW&P for general service and operate as far east as Chicago . . . CN C40-8Ms continue to show up south of the border. On April 5 train 780 (sulfur loads) was through St. Paul with cowl units 2402/2418/2444. On April 20 the same train was observed with 2449/2451/5024.

After years of rarely letting its power run off line, DW&P SD40s in two- and three-unit sets are now fairly common on trains 340 and 341 in and out of Chicago. The liberal mixing of power from the various CN North America roads can make for some interesting and colorful consists. A couple of the more notable examples include train 341 through St. Paul on April 4 with three GTW SD40-2s, 5934 in UP yellow, 5930 in the CNNA scheme and 5933 in traditional GTW blue. Another 341 on April 22 ran with DW&P SD40s 5909 and 5906 leading GTW SD40s 5920 and 5924 and CN units 5024, 2451 and 2449. The following morning, C40-8Ms 2451 and 2449 were the unlikely power leading train 339 out of Superior . . . Around April 1 ballast trains began running once or twice per week out of Virginia, Minn., bound for track projects on the GTW in Michigan. Power for these trains is generally two GTW SD40s. The trains are loaded at the site of the old DW&P yard at Virginia. The ballast is actually taconite rock trucked over from nearby Eveleth Mines.

Thanks to Bob Anderson, Fred Hyde, Pete Johnson, Bryce Lee, Karl Rasmussen, and the Railway Post Office and Minnesota Radio Hobbyists BBSs.

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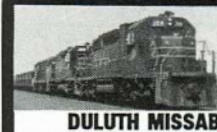
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### Locomotive News: SD40-2s in Service

All 17 former 6700-series Burlington Northern SD40-2s acquired by Illinois Central in January were put in service during first quarter of 1993. Plans are to repaint the units into IC black-and-white, but until then they will serve with the BN logos on their cab sides covered with white paint, on top of which the IC name has been applied in black. All 17 units will keep their former BN numbers until they are repainted. One of the ex-BN SD40-2s already repainted and renumbered, the new No. 6159, also received an Operation Lifesaver logo and lettering on its sides in April.

Peoria Locomotive works blue-and-yellow PL-1500 demonstrator was returned during the early spring to Peoria, Ill.

### Towers Close: Just One Left

On Feb. 24 Illinois Central transferred controls for the Gibson City, Ill., interlocking—controlling the crossing with Norfolk Southern—from Gibson Tower to the IC dispatcher at Desk One, converting the interlocking to full CTC. During the last week of April, the Champaign, Ill., tower was also converted to CTC, with control

moved to the IC dispatchers in Chicago. This leaves only the interlocking tower at Gilman, Ill., in service on the IC main in Illinois. Gilman is scheduled to be converted to CTC this summer and IC signal crews are already working on the changes needed to convert the Gilman plant.

During the first week of May, IC demolished Avenue Tower in Springfield, Ill., along with several other small buildings around the tower, leaving only the track supervisor building standing. Avenue Tower interlocking was converted to CTC last fall and replaced by a small aluminum building that houses electrical equipment for the CTC.

### New President

As mentioned in the PRN 355 Expediter column, E. Hunter Harrison, IC's senior vice president of operations was named to replace Edward Moyers as president and chief executive officer. Moyers had said in December he was looking to retire in 1993 and would step down once a replacement had been selected. Moyers had been serving as chairman, president and chief executive officer of the IC.

Harrison, 48, started his railroad career in 1963 for St. Louis San Francisco (Frisco).

Moyers recruited Mr. Harrison in 1989, when he was vice president of transportation for Burlington Northern. Harrison also will replace Moyers as a director on the nine-member IC board.

Several financial analysts saw the change as a positive one for IC, as it leaves the railroad under someone familiar with the company. Harrison said IC would be targeting barge traffic as one way to help expand IC freight business and plans are in the works to increase IC's intermodal program.

Aiding Harrison is President Clinton's proposed budget package that includes a tax increase on barges to help pay for river maintenance. This could help generate new traffic over the IC since its Chicago-New Orleans main line basically parallels the Mississippi and Illinois rivers. If this new tax goes into effect, IC stands to get a large share of the grain and coal traffic that currently travels by the rivers.

Part of Mr. Harrison's new program includes increasing business with current customers and convincing others to ship via IC. The railroad will be working hard to get more industries to locate on IC lines, such as the new steel plant coming at Jackson, Miss.

*Thanks to Brian Carlson, C. Sperlak, and Dennis Smith.*

## REGIONALS

DAVE KROEGER

### More on M&NA

Last month, we took a look at Missouri & Northern Arkansas train symbols on the Carthage and Aurora subdivisions. This month, we will look at the symbols for the Cotter Subdivision and the branches.

#### Cotter Subdivision

NEWCUS—Morning Batesville job, originates at Newport, works to Cushman.  
CUSNEW—Afternoon/evening Batesville job, originates at Batesville, works to Newport.  
COTCUS—Cotter to Cushman turn.  
CNANW—Independence to Newport coal loads for Arkansas Power & Light.  
CNWNA—Newport to Independence coal empties.

#### Branch Lines

NEVSWI—Nevada switcher  
JOPSWI—Joplin switcher  
SPFSWI—Springfield switcher  
SEKINT—South East Kansas interchange

### Chicago Central Flooded Out

Early April saw heavy rainfall douse eastern Iowa. By April 4, serious flooding in Cedar Rapids forced Chicago Central to evacuate both yards. Late that afternoon, the switcher pulled all the cars out of the yards and

parked them on the Cedar Rapids Branch for three days while both yards were under water. By the April 7, the water receded, and CC ran an extra into Cedar Rapids from Waterloo after the mess was cleaned up.

Six-axle power on Chicago Central? Don't hold your breath just yet, but rumors out of Waterloo report CC is looking at BN SD40-2s when they come off lease. If CC does pick some up, they would be used exclusively on coal trains. You may remember in 1987, Chicago Central leased several ex-Conrail SD45/SDP45s from VMV for use on coal trains, the only time the road has used C-C units.

Seasonal coal service has begun on Chicago Central. NIPSCO trains for Baileytown, Ind., delivered to the Chicago, South Shore & South Bend started on April 18, while the Wisconsin Electric trains that are transloaded at Dubuque, Iowa, should be going strong by the time you read this.

Finally, GP38s 2005/2001/2009/2006/2007/GP10 1749 led an eastbound coal train through Manchester, Iowa, on April 24. Not only were the units red, so were the 100 coal hoppers.

### DM&E News

Some business notes from Dakota, Minnesota & Eastern. DM&E achieved record

revenues of \$40.9 million in 1992, up 7.2 percent from 1991. Carloadings totaled 55,160, up 8 percent from 1991. Most of DM&E's traffic is interchanged to Chicago & North Western.

DM&E plans to spend \$4.1 million on track improvements in 1993, including new ties and ballast. By the end of this year, DM&E will have spent \$51 million to improve track and equipment, almost twice the \$26.5 million it spent in 1986 to buy the railroad from the North Western.

### Soo On IAIS

When the Soo main line got hit by flooding in downtown Davenport, Iowa, in late April, Soo turned to neighbor Iowa Interstate to run some detours. Soo trains ran on the Burlington Northern from Savanna to Barstow, Ill., then into Rock Island, Ill. From there they picked up an IAIS pilot and used four miles of Iowa Interstate trackage across Government Bridge to West Davenport, where they reached home rails (the one-mile stretch from West Davenport to Missouri Division Junction is the Soo-IAIS interchange track). Some Soo trains used the Davenport, Rock Island & Western Crescent Bridge if they did not have stack cars or trilevel auto carriers. These detours were run April 20-30.





Chicago Central GP38 2007 leads two Paducah rebuilds on a coal train bound for Commonwealth Edison's power plant near Plaines, Ill., past the depot at Lockport, Ill., on Illinois Central's Joliet District. CC&P recently lost most of the line haul for this contract to C&NW. Charles Streetman

Iowa Interstate moved many units for National Railway of Silvis in April. GECX Super 7s 3001 and 3004 left Silvis on April 7 en route to the C&NW at Des Moines, while C&NW SD60 8039 left Newton on train 022 April 12, and then came back on April 25. Six tattered C&NW GP50s were delivered to Silvis April 11, and finally, ex-C&NW SD40s 892/882/872/870 went east on the IAIS April 14 to the Grand Trunk in Chicago, for use on that road.

A group called Atlantic Rock Island Society Enterprise (ARISE) has purchased the old depot in Atlantic, Iowa, for \$25,000. They plan to restore the building to its original condition. If you'd like info, write to ARISE, 407 E. 22nd, Atlantic, IA 50022.

#### SSAM=WC?

You may have noticed "SSAM" reporting marks on Wisconsin Central's newly rebuilt 47000-series 70-ton boxcars, and may be wondering why SSAM on WC boxcars? These cars, former Detroit & Mackinac boxcars, were built by Chicago & North Western at Clinton, Iowa. Because these cars were owned by a Class III railroad (D&M), they were "grandfathered" by the Interstate Commerce Commission in 1986, freezing their car hire rates under Class III ownership. If they

carried the reporting marks of a Class I or Class II railroad (like the WC), their car hire rate would decline every year; so WC asked the ICC to assign reporting marks to the Sault Ste. Marie Bridge Co., an obscure WC subsidiary, so it could employ the grandfather clause.

WC is also scheduled to begin handling 13-car shipments of gossan (gold) ore beginning May 11 from Ladysmith, Wis., to Sault Ste. Marie, Ont., destined to Rouyn, Que., via CP Rail and Ontario Northland. This new service will be provided Monday through Friday with train L0910 between Ladysmith and Rhinelander, Wis., and L038/L039 between Rhinelander and Glandstone, Mich.

Former Santa Fe president Michael R. Haverty, the man responsible for reviving Santa Fe's warbonnet paint scheme, has been named as a director at Wisconsin Central Transportation Corporation.

#### EJ&E & DM&IR Swap Units

On May 14-15, WC moved Elgin, Joliet & Eastern SD38 652 northward to its new home on Duluth, Missabe & Iron Range in another of the continuing power swaps between the former U.S. Steel roads. In return, EJ&E has received rebuilt DM&IR SD9s renumbered in the 300-series. Cur-

rently the rebuilt DM&IR units on EJ&E are lettered for EJ&E, and renumbered from their DM&IR 300 series to EJ&E 800 series, but not repainted. Missabe began rebuilding SD9s and SD18s in 1979 with new power assemblies, electrical components and chopped short hoods at its Proctor, Minn., shops.

*Thanks to Bob Plough, Nick Tharalson, Paul Michelson, THE MIXED TRAIN, Dakota Minnesota & Eastern, Bill Chistopher, Mike Blaszak, Wisconsin Central, Allan Hunt, R.J. Williams and W.W. Wilson.*

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## UP Control Opponents State Demands

Western railroads lined up at the Interstate Commerce Commission in late April to ask for trackage rights and other conditions in the event Union Pacific's application to control Chicago & North Western is approved. Virtually every sizeable railroad west of Chicago filed papers with the ICC stating its intention to participate in the control proceeding, creating a boom in legal employment at Washington commerce firms.

Listing these demands alphabetically, Santa Fe fears that a UP-controlled C&NW would divert Midwestern grain bound for Gulf of Mexico ports to former Missouri Pacific lines and foreclose joint-line doublestack movements between Los Angeles and C&NW-served terminals in Chicago via Kansas City. AT&SF wants ratemaking authority over North Western's Chicago-Kansas City line for intermodal traffic and trackage rights between Kansas City and Nevada, Clinton, and Council Bluffs, Iowa, and the branch line between Marshalltown and Eddyville, Iowa, to tap grain origins.

Although Burlington Northern Chairman Gerald Grinstein earlier stated that his railroad would stay out of this case, BN plans to jump in anyway. Complaining that control of C&NW would further extend UP's dominance and pose a serious threat of competitive imbalance in the West, BN will ask the ICC to authorize unspecified changes in the rest of the railroad network to counter UP's growing strength.

Chicago Central & Pacific will request trackage rights over four C&NW segments: Iowa Falls, Iowa-Kansas City, including the right to serve Archer Daniels

Midland at Des Moines; Sioux City-Council Bluffs, Iowa; Cedar Rapids-Clinton, Iowa (to serve ADM); and Fort Dodge-Eagle Grove, Iowa (to serve Ag Processing).

Dakota, Minnesota & Eastern argued that if UP controls C&NW, it would effectively control DM&E as well. DM&E still owes C&NW money from the line sale creating the regional carrier in 1986, and DM&E claims C&NW has used that debt to exercise control by refusing to consent to DM&E refinancing proposals. DM&E wants the ICC to order C&NW to give up this veto power, and to eliminate penalties in the sale agreement that force DM&E to use C&NW freight cars for 89 percent of its loadings. DM&E also wants the right to provide local service or connect with other railroads at Winona, Owatonna and Mankato, Minn., and trackage rights from Rapid City, S.D., north to bentonite plants and south to the BN connection at Crawford, Neb.

Illinois Central, like Santa Fe, fears diversion of north-south C&NW joint-line traffic to ex-MP lines, and wants conditions protecting IC's participation in that traffic. IC also wants the right to reach UP-served coal mines in southern Illinois.

Kansas City Southern, in a characteristically modest request, will ask the ICC to give it ratemaking authority or trackage rights to all C&NW stations in Iowa, Illinois, South Dakota, Minnesota and Wisconsin.

Soo Line, "a CP Rail unit," thinks UP will squeeze it out of the Chicago-Kansas City market after gaining control of C&NW. Soo wants the ICC to impose changes in the Polo, Mo.-Kansas City paired-track agreement that would permit Soo to transfer its interest in that line, or grant haulage rights over it to another carrier.

Southern Pacific and Wisconsin Central both oppose the transaction. SP will file a responsive application, and WC will request trackage rights and other conditions, by the ICC-imposed June 1 deadline.

## Locotrol to Escanaba

Last year we reported C&NW's test runs of trains powered by Locotrol-equipped BC Rail units. As a result of these tests, North Western is moving forward with a pilot installation of Locotrol on its own locomotives. C40-8s 8550-8552 were selected for this addition and were expected to be outshopped in June. The Locotrol units will be assigned initially to ore train service out of Escanaba, Mich.

Since the demise of C&NW's Alco C-628s, the usual ore train consist has included two high-horsepower locomotives up front (C40-8s since 1992) trailed by as many as 108 ore jennies, the maximum number that will fit between road crossings at Little Lake, Mich., where the crew has lunch. North Western will use the Locotrol-equipped power to increase train size to 150 jennies. Trains will be led by

one C40-8, followed by 100 cars, a second C40-8 controlled by Locotrol, and 50 cars. The number of trains will therefore decrease by 50 percent; the company figures on running a maximum of three round trips between Escanaba and Partridge a day, or one per shift. Another consequence: no more lunches at Little Lake. C&NW plans to establish a yard crew job at Partridge to ferry train consists between there and the two taconite plants North Western serves; this job will use the third Locotrol C40-8. If this operation is successful, look for Locotrol service to expand onto the Wyoming coal line.

## Motive Power News

The Oelwein Shops, threatened by UP control, continue to overhaul C&NW locomotives and components. The shops employ 58 people who work on traction motors, power assemblies, turbochargers and rotating equipment. Twelve C&NW SD40-2s are scheduled for overhaul this summer. When these units are released from the shops, they are turned over to Transco, an Oelwein contractor, for sandblasting and repainting in "old yellow." April 24 found C&NW 6805, 6853, 6898, 6917 and 6920 sitting in fresh paint at Oelwein. Transco is placing new black-on-white number boards on these units. Oelwein is also restoring the remaining GP50s to working order; 5057 and 5076 were in the shop on April 24.

An odd sight on May 10 at Proviso was ex-Central Vermont GP9 4559, delivered by Grand Trunk Western. This unit was bound for service at ADM in Clinton, Iowa. With it was ex-Maine Central GP38 258.

Soo Line SD60s have been paying back horsepower-hours earned by C&NW locomotives delivering unit coal trains to Soo points in Wisconsin. Soo 6007 and 6008 were spotted at Proviso on May 3, while Soo 6050 was helping C&NW units power train NPPTA on April 24.

GTW leased eight ex-C&NW SD40s, all in green-and-yellow paint, from National Railway Equipment in April. These units, still displaying C&NW numbers 869, 870, 872, 878, 882, 886, 889 and 892, operated on a variety of GTW trains in the Chicago area, including 371 to Proviso, where 870 and 872 were found on April 18.

GE-owned test unit 1 and GE test car 90 were conducting adhesion tests on Lost Springs Hill, between Shawnee and Myles, Wyo., in the company of C40-8 8542 and C42-8 8577 during May.

## Cycle Grain Train Program

Like other railroads, C&NW is constantly looking for innovative approaches to provide more transportation service with fewer assets. To encourage major grain shippers to join in this effort, the company launched its "Cycle Grain Train Program"

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in February. If a customer will agree to work with C&NW to expedite loading and unloading, achieve timely delivery of loads and empties and speed over-the-road handling, C&NW will allocate some of its general-service covered hoppers to that customer, assuring a reliable car supply.

ADM, which operates major corn processing plants on C&NW lines at Peoria, Ill., and Clinton and Cedar Rapids, Iowa, was the first shipper to sign on. C&NW previously needed 1,100 to 1,200 cars, carrying an average of two loads per month, to meet ADM's requirements. However, ADM agreed to speed up loading and unloading, releasing cars for movement sooner. This permitted C&NW to load each car allocated to ADM three times per month instead of two. As a result, C&NW was able to cut the number of cars in ADM service to 750. C&NW hopes to achieve four loads per month in the future. To increase car supply, the company leased 1,000 secondhand covered hoppers in March.

### C&NW System Shorts

C&NW is planning increased maintenance activity during the 1993 work season as it plans to lay nearly 100 miles of welded rail, install 500,000 new ties and surface more than 250 miles of track. The first tie gang to operate in 1993 started on the east-west main line at Missouri Valley, Iowa, on April 5. Tie gangs were also ac-

tive on the Madison Subdivision between Harvard, Ill., and Janesville, Wis., and on the Le Mars Subdivision between Sioux City, Iowa, and Butterfield, Minn., in April and May. Ties also will be installed on the eastbound main track from Clinton, Iowa, west. The new interlocking at Marshalltown, Iowa, complete with signals, should be placed in service during the summer. Ballast trains began operating from the quarry at Rock Springs, Wis., on March 29.

C&NW has established a new wayfreight operating out of Boone, Iowa. Designated the WB082, this job usually goes on duty in the afternoon, operating west to Grand Junction on the main line and the north on the ex-Minneapolis & St. Louis Tara Subdivision to Moorland before returning. Previously, wayfreight WFT40 out of Fort Dodge covered this territory, but the workload became too heavy. WFT40 now runs from Fort Dodge to Moorland, then north on the Tara Sub to serve the grain lines west of Rolfe.

Chicago & North Western Holdings Corp. reported net income of \$14.6 million for the first quarter of 1993. Comparisons with the same period in 1992, when accounting charges related to Holdings' recapitalization produced a loss, aren't meaningful. Revenues advanced from \$242.6 million a year ago to \$254.7 million, largely due to new coal traffic from Commonwealth Edison and others. Vehicle shipments increased too, though the shutdown of Chrysler's Belvidere plant for model conver-

sion from May through November will depress this category for the rest of the year.

### From Rails to Trails

Nebraska's legislature voted on April 15 to give first-round approval to a bill permitting the state to accept title to the Cowboy Line right-of-way from C&NW for conversion into a hiking trail. Only about 140 miles of the 317-mile line—between Norfolk and Neligh, Valentine and Bassett (including the high bridge over the Niobrara River) and Gordon and Harrison—would be preserved as trails. Under Nebraska's legislative procedure, bills must be approved a second time before they are sent to the governor for signature.

In May 1991, C&NW's line between Crawford, Neb., and Crandall, Wyo., was washed out by the flooding White River and never returned to service. The company formally abandoned this line in May 1993. A local group plans to purchase the 35-mile property and convert it to a trail.

Humboldt, Pocahontas and Wright counties in Iowa recently opened the "Three Rivers Trail" on the 33.5-mile C&NW right-of-way between Eagle Grove and Rolfe that they purchased in 1989 after the North Western abandoned rail service.

*Thanks to Heath R. Houland, David Schnell, Jim Seacrest, Bob Stein, Kenneth J. Larson, Michael M. Bartels, Dave Kroeger, Laurence R. Fitzsimmons, Tim Sasse and THE NORTH WESTERN DISPATCH.*

## DICK STEPHENSON

## AMTRAK/PASSENGER

### New Equipment

The first of Amtrak's AMD 103s from General Electric were received in mid-May. These units will be deployed on trains such as the *Sunset Limited*, *Crescent*, *City of New Orleans*, *California Zephyr* and *Auto-Train*, consists that are regularly heavy, or where leased GP40-2s have been used.

The first of the new Superliner sleepers to arrive this summer are expected to go into service on the *Sunset Limited*, expanding sleeper availability between Los Angeles and New Orleans. When the first of the new full-dormitory cars are received, they too will go into service on the *Sunset*, freeing up sleeper space for the general public.

Considerable planning is going into the quantity and type of locomotives and cars that Amtrak will need in the coming years. While plans for diesel and electric locomotives are fairly distant (1996-2002), the 13 additional electric and dual mode locomotives planned for 1994 are receiving the most attention. Amtrak also needs 15 switchers per year for four years starting in 1994, though no model has been designated. Other acquisitions plans call for 275 RoadRailers, 60 material handling cars and 122 baggage cars (to be acquired 1994-1997). The total equipment expenditure is expected to be near-

ly \$2 billion, and represents a serious effort to keep Amtrak competitive into the next century, particularly because a lot of existing equipment is wearing out, or will within a 10-year period.

### On Board & Trackside

Movie filming at Phoenix Union Station took place for two days in early May, followed by on-line shots on Southern Pacific's Phoenix Subdivision west of town. The station was redone to look like Flagstaff depot, where Santa Fe's busy California-Chicago main line prevented track occupancy for the required periods. The special consisted of an F40PH and about five cars.

Amtrak changed its on-board smoking policy on May 2. Short-haul trains with travel time under 4 ½ hours do not permit smoking (*San Diegans*, *San Joaquins*, *Capitols*, *Mules*, *Mount Rainier*, *Hiawatha Service*, etc.). On longer runs, smoking is permitted in sleeping car rooms (except on the *Coast Starlight* and *Capitol Limited*), but not in dining and lounge cars.

During April and May, timekeeping on the *Coast Starlight* continued to suffer. On a number of days, the southbound *Starlight* was less than an hour late into Santa Barbara, but more than three hours late into L.A. due to freight and commuter

train interference—it's a congested stretch of railroad on weekdays.

Caltrans again offered a two-for-one coupon good for travel on the *San Joaquins* and *Capitols* during May. Coupons appeared in newspaper ads, in *SUNSET* magazine and in direct-mail advertising sent to Northern California households.

Dinner train service is operating on the City of Prineville Railway, offering a 2 ½-hour, 40-mile round trip between Redmond and Prineville, Ore. Service is generally restricted to Saturdays, and a variety of food and entertainment options are available. For more information contact The Right Track, 813 SW Highland, C325, Redmond, OR 97756, (503) 548-7079.

Transportation Week festivities included two Operation Lifesaver specials in the Southwest. One train from Phoenix to Higley, Ariz., on the Santa Fe using two cars from the Arizona Railway Museum and ex-GN observation *Appenkuny Mountain* from Arizona & California Railroad. The train ran from San Fernando to Los Angeles on the SP using a mix of SP and other equipment.

Amtrak's 22nd birthday was marked on May 1 with festivities in a number of cities, including Chicago, Ill., and Glendale, Calif.

*Thanks to Elbert Simon, Bill Farmer, Ted Ellis, Ed Von Nordeck, Ricardo Demasiado and Eugene Salinsky.*





ABOVE: A Milwaukee Road "scoot" completes a station stop at Rondout in September 1976 and continues its trip to Fox Lake, Ill. Metra acquired the line in 1982 and dropped Rondout as a stop two years later. Bill Christopher OPPOSITE TOP: A March 1992 view inside the tower: seldom-used hoops and a pictorial history of Rondout. OPPOSITE BOTTOM: Rondout Tower in April 1993: The orders have been hung, a rare chore in this era. Two photos, Michael W. Blaszcak

# Timeless Rondout





**I**n Lake County, Ill., the boom times of the 1980s never stopped. Sandwiched between Chicago's outer ring of high-income suburbs and the Wisconsin border, Lake County is home to economic powerhouses like Abbott Labs and Baxter International that dominate the growing health-care supply field. Abbott, which employs more than 13,000 at its ever-expanding complex west of North Chicago, is breaking ground for a 600,000-square-foot addition where an additional 2,500 will work.

Lake County is also home to some of the Chicago area's wealthiest people. The prosperity of Lake Forest is legendary, but the Chicago suburb with the highest per-capita income is tiny, little-known Mettawa, just to the west, where a million dollars *might* buy you a starter home.

But in the middle of this post-industrial paradise, just south of Abbott's sprawling headquarters, there is a place where Lake County's past lingers on, a place where an old interlocking tower controls a railroad junction amid homey surroundings that haven't changed much in 25 years. Step back into Lake County's past and visit Rondout, Ill.

### How Rondout Came to Be

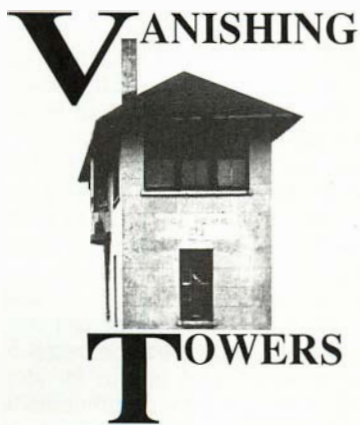
When white Americans moved the native Potawatomis and other tribes west of the Mississippi following the Black Hawk War in 1833, the marshy lands of Lake County were opened for agricultural settlement along with the rest of northern Illinois. Construction of the Chicago & Milwaukee Railroad—a predecessor of today's

Chicago & North Western—in 1855 led to the development of Lake Forest and the other suburbs along Lake Michigan's shore.

In those early days, C&NW served as the primary Chicago connection for Milwaukee & St. Paul, the burgeoning trans-Wisconsin railroad emanating from Milwaukee. But because C&NW also was a rival, the "St. Paul" decided to construct its own Chicago-Milwaukee route in 1870, located inland from C&NW's Lake Shore line. The railroad from Milwaukee to the Illinois-Wisconsin border was completed in 1871, with rest of the route through Lake County to Western Avenue in Chicago completed in 1872. Upon completion of the Chicago link, the newly-renamed Chicago, Milwaukee & St. Paul enjoyed a land-office business hauling bricks into Chicago, devastated by the great 1871 fire, from kilns hastily built near clay holes in the swampy areas north of town.

In 1880 the St. Paul built a branch off the Chicago-Milwaukee main to Libertyville, a distance of about three miles. The connection, 32.5 miles from Chicago, was named Libertyville Junction by the railroad. Residents, though, called the area Sulphur Glen after the foul-smelling marshes at the nearby headwaters of the Chicago River. In 1888, one of the locals suggested renaming the junction "Rondout" after his former home in New York State. The railroad accepted the new name, and it stuck.

In the following year, the Waukegan & Southwestern Railroad, a construction affiliate of the Elgin, Joliet & Eastern, built its line from Spaulding northeast to a con-





nection with the C&NW at Waukegan. The W&SW crossed the St. Paul at Rondout, and when EJ&E commenced full-bore operation of the new line in 1890, the two railroads constructed an interlocking tower southeast of the crossing, along with a depot at the crossing's northwest quadrant.

The entry of the EJ&E caused an industrial boom in Waukegan and newly formed North Chicago, and since EJ&E served as the St. Paul's link into this area, the Rondout interchange became a busy one. Growing traffic caused CM&StP to complete a second main track between Chicago and Milwaukee in 1893, and eventually the J laid a second track through Rondout, too.

The Libertyville Branch assumed added importance in 1900-1901, when the St. Paul extended the line 64 miles through Fox Lake, Ill., to Janesville, Wis., creating a through-route to Madison, Wis., and eventually Rapid City, S.D. CM&StP referred to this as the "J (for Janesville) Line," not to be confused with EJ&E, which was simply "the J." The St. Paul then built its extension to the Pacific, and began referring to itself as the Milwaukee Road. Later still, in 1985, a truncated Milwaukee was sold to Soo Line, the identity of which, at this writing, is being lost into parent CP Rail.

In 1902 an altogether different sort of railroad appeared at Rondout. The Chicago & Milwaukee Electric, interested in boosting its freight traffic, resolved to establish interchanges with EJ&E and CM&StP by building a branch from Rondout east to its north-south main line at Lake Bluff and west to Libertyville. Like steam roads elsewhere, the St. Paul refused to allow the interurban to cross it at grade, forcing the electric line to construct a wooden trestle over both the CM&StP and the EJ&E. The trestle was later filled with spoil from an underpass separating the similarly recalcitrant C&NW at Lake Bluff.

During the filling project, a small steam locomotive derailed and fell off the trestle, taking one or two dump cars with it. According to legend, the electric line simply buried the damaged equipment in the fill, and it may yet be there today.

After stringing wire, C&ME commenced electric passenger service through Rondout on Aug. 29, 1903. The branch was extended west to a connection with Wisconsin Central at Rockefeller (now Mundelein) in 1904-1905. C&ME interchanged with the EJ&E and the St. Paul from the east via a connection easing down the track elevation. In 1916, the financially struggling C&ME was reorganized by Samuel Insull as the Chicago North Shore & Milwaukee Railroad.

The North Shore fill became Rondout's most significant physical feature. The fill limits access to Rondout from Illinois Highway 176 (Rockland Road) to the north, discouraging the intense development that replaced farms with offices, homes and shopping centers through the rest of Lake County. Though the North Shore was abandoned in 1963, the fill and abutments supporting the bridges remain Rondout's bulwark against the forces of change.

## A Chain of Memories

Don Shield, who hired out on the Milwaukee Road in 1951, has probably seen more railroading at Rondout than any other active employee. But his recollections of working in the tower are enriched through the stories left by those who preceded him, including the Kranz brothers.

Around Rondout, Ray and Eagle Kranz are famous. After witnessing the construction of the North Shore fill as they grew up, the Kranzes went railroading on the St. Paul as clerks during the heady days 80 years ago when three switch engines bustled around the Rondout interchange daily. "They were both drafted into the First World War and managed to meet up over in France," said Shield about the Kranzes. "When they left Rondout in 1916, there was an old wooden interlocking tower, but when they came back in 1918, this new brick tower had been built." The Kranzes would end up working at Rondout through

1965—accumulating 55 and 57 years of seniority—before retiring. "The only reason they left," said Shield, "was that the company put in a keypunch system for keeping track of freight cars. They weren't about to try that keypunching."

The current Rondout tower, which has a brick-sheathed first story and a wooden second story, began life as an arm-strong plant, with all switches connected to levers in the tower by pipes. There were no switch motors; turnouts were thrown solely by leverage. "The levers extended about right from the door on the south side of the tower all the way across," recalled Shield. "There were 72 levers, and it was a lot of hard work" manipulating them. "You had a lever to throw the switch, and a lever to unlock the switch. After you threw the switch, you had to pull another lever to lock it up again. So, to run a train through the crossovers from one main track to another, you were probably pulling between 12 and 16 levers."

Ray Kranz was working in the depot on Rondout's most momentous night, June 12, 1924. Train 57, the *Fast Mail*, left Chicago carrying \$3 million in currency and other valuables amid its carloads of mail sacks. Unbeknownst to the railroad, a gang of thieves had planned a daring heist from the train. Two of the crooks climbed onto the tender of the locomotive as it prepared to depart Union Station. The others drove out to Buckley Road a couple of miles north of Rondout in a pair of Cadillacs to wait for the train.

Forty-five minutes after leaving Chicago, the *Fast Mail* rolled over the EJ&E crossing at Rondout after discharging sacks of mail for Libertyville. The staccato sound of steel wheels banging over the diamonds was the signal for the robbers on the tender to jump the crew. "Ernie Dibble was the fireman on the train that night," Shield said, "and he said that when the guy crawled across the coal and he pointed that handgun at him, he felt like he was looking down the barrel of a cannon." The engineer brought No. 57 to a halt at Buckley Road, where the rest of the gang was waiting with homemade formaldehyde bombs to throw through the windows of the car

## "Pretty near everyone in Rondout worked for the railroad when I came here."



A typical Chicago, North Shore & Milwaukee passenger consist, shown at Lake Bluff, Ill., in July 1961. The North Shore abandoned its entire system, including the Mundelein Branch through Rondout (originally built to boost freight traffic), on Jan. 21, 1963. Paul Meyer





TOP LEFT: A set of FP7s power Milwaukee's *Olympian Hiawatha* through Rondout on May 15, 1955. Note the depot (razed in 1967) and the full extent of interlocking plant pipes connected to the tower. Also, the 1941 water tank is still in place—steam had three more months to run. BOTTOM LEFT: A pair of Fairbanks-Morse Erie-buils lead a CM-StP&P Milwaukee-Chicago train under the North Shore and through Rondout on March 16, 1957. The train is crossing over from the east-bound to the westbound main, probably to avoid a commuter or a freight train. Two photos, Barry Lennon collection



### A Railroad at the Peak of Prosperity

Don Shield began working Rondout tower in 1952, when the Milwaukee Road was at perhaps the peak of its postwar prosperity. Eight *Hiawathas* charged across the J daily, the *Pioneer Limited* and the *Fast Mail* hammered the diamonds every night, and the *Sioux* made its way up the J Line to Wisconsin, Minnesota and South Dakota's Badlands each evening en route to Rapid City. Add to these passenger runs the commuter service to Fox Lake and numerous freights and you had one of the Milwaukee's busier locations, Shield recalled:

"At that time, we had the depot across the tracks, staffed by a full-time agent and clerks around the clock to take care of the interchange with the EJ&E and the North Shore Line. The station was open 24 hours per day. Of course, there were operators in the tower around the clock. We had a four-man car department, and sectionmen of course. The only truck on the [Chicago & Milwaukee] Division was stationed here at Rondout. The signal maintainer was based here, too. We had an engine track to park the switch engine on, and a coaling shed to coal the switch engine. Behind the tower, we could water the switch engine.

"Pretty near everyone in Rondout worked for the railroad when I came here," Shield continued. "Even if they didn't work for the railroad, someone in the family did—a brother, maybe, or a son. The crews used to eat at the 24-hour restaurant just north of the EJ&E. That was a good little restaurant!"

In addition to lining up movements on the plant, the operators in Rondout tower copied train orders and handed them up to train crews. "Everything that went on the Fox Lake Subdivision—that was called the Second Subdivision in those days—couldn't leave here without orders," Shield noted. "The only time we hooped up orders on the main line was when we were putting a train against the current of traffic." The Milwaukee's double-track main was protected by automatic block signals, and trains moving with the current of traffic could proceed on signal indication. EJ&E trains received orders at Rondout, but North Shore movements didn't.

Motive power was varied and interesting. Shield noted, "We were still operating those oil burners," referring to Class A 4-4-2s Nos.1-4 from the original *Hiawatha*, which were assigned to Chicago-Milwaukee coach trains when he came to work in 1951,

carrying the payroll. The mail clerks stumbled down, and the chief clerk, given a gas mask by the gang, began tossing out the sacks containing the \$3 million at gunpoint.

But the head brakeman proved resourceful. He convinced the gang that he had to walk to the end of the train and light a fusee as protection against following trains. Instead, the brakeman ran off to a nearby farmhouse and phoned the police. Suspicious about the brakeman's failure to return, one of the gang members pursued him, but in the confusion he was accidentally shot by another gangster. The gang escaped with the loot, but police, finding fresh blood from the wounded man, canvassed area doctors and used their tips to track down the robbers.

How did the gang know which of No. 57's cars held the \$3 million? It turned out the crime had been masterminded by William Fahy, an inspector from the Post Office, who learned about all valuable shipments in the course of his work and violated his position of trust for personal gain. "The dead giveaway," according to Shield, "was how that postal inspector showed up out here so soon after the robbery happened." Fahy was on the scene within an hour, but in those pre-expressway days driving from his downtown base to Rondout would have consumed about three hours. Fahy and the rest of the gang were convicted, and all but \$100,000 of the stolen \$3 million was recovered. The Great Rondout Train Robbery is commemorated by a historical marker on Route 176 west of the tracks.





ABOVE: The coming of Amtrak brought even more color to Rondout. In September 1976, a pre-Superliner, pre-F40 *Empire Builder* approaches the CNS&M fill from the north, boasting an E-unit, an SDP40F and four domes in its consist. BELOW: The patriotic paint on SD40-2 156 dates this scene as it leads a northbound through Rondout in January 1976. Two photos, Bill Christopher

though these locomotives and the streamlined Class F7 4-6-4s that supplanted them were retired by the end of that year. "All the through-passenger trains, like the *Columbian* and all the *Hiawathas*, were all diesel, but there was a lot more steam on freight than there was diesel in those days." Steam power also dominated the commuter service. "At night the Deerfield commuter trains came up here, and they wye'd every night and took a full tank of water" before heading back south for the next morning's commuters. "An awful lot of the freight trains stopped here for water, too."

Rondout had been a watering point for the Milwaukee since the early days, and as late as 1941 the company was improving the water facilities, knocking down two wooden water tanks and erecting a large steel one. "The well was 1,800 feet deep," Shield recalled, with a 25 h.p. electric motor constantly pumping water out of the well into the water treatment tank and eventually into the steel tank.

"We always laughed," Shield chuckled when asked about at the steam switcher the Milwaukee assigned to Rondout in the early 1950s. "They always sent out the leakiest piece of junk on the railroad, because it wasn't considered that hot of a point to put a good engine in. In 1952 they were putting the diesels



**"Everybody knew when the passenger trains were due and cleared them in advance."**

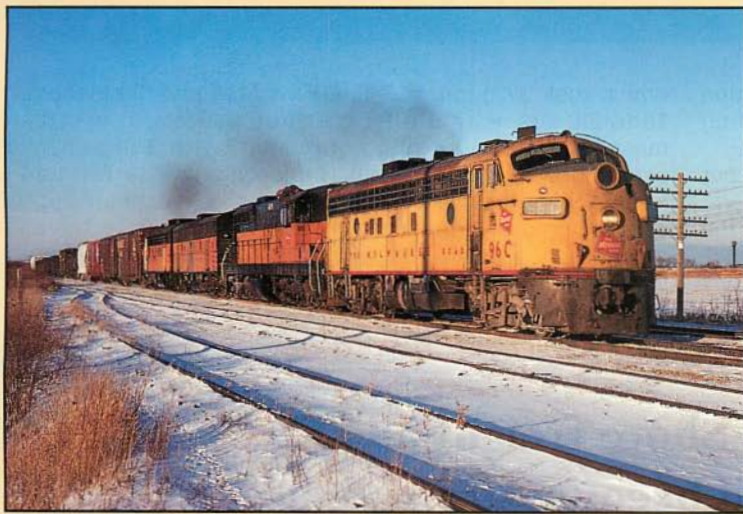
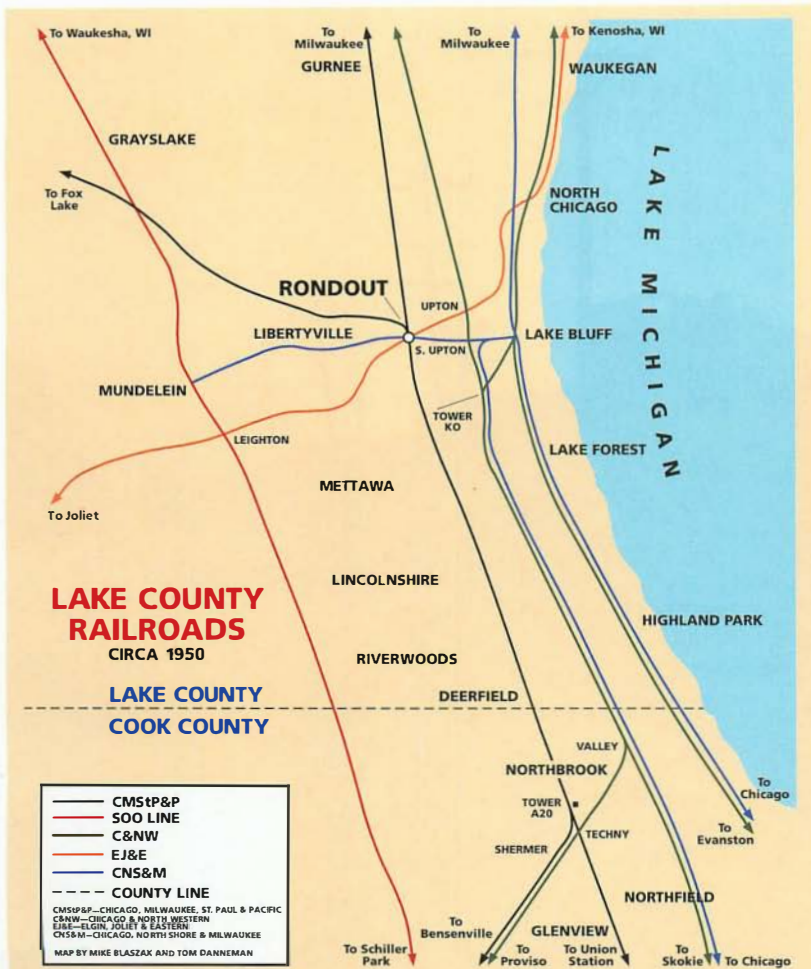
at outlying points, but when I returned from Korea in January 1955 we had a nice, new SW1200 assigned to Rondout."

### Overhead Wires and Orange Diesels

Steam was mostly gone from the Milwaukee when Don Shield reentered civilian life in 1955. "They got out the S2s (4-8-4 freight locomotives) for about three months that summer, but when they dropped the fires that fall that was the end of steam forever." The Milwaukee's main line was dominated by lash-ups of orange-and-maroon F-units in both freight and passenger service. Peter Baker & Son, the asphalt contractor on the EJ&E east of the tower, cut up Rondout's steel water tank for scrap in November 1955, but not before almost losing a Caterpillar in

the muck that had been excavated from the well. "We used the Rondout switch engine to pull the Cat out," Shield recollected. Construction of the Tri-State Tollway (today's Interstate 294) in the late 1950s had a profound effect on Rondout's railroads. At first, this huge construction project generated traffic and revenue. A batch plant for mixing concrete was set up on the North Shore west of the Milwaukee bridge. The electric line delivered hundreds of carloads of cement, sand and aggregates to the mixer, while the Milwaukee cranked up the





Cab units survived in freight service on the Milwaukee Road well into the 1970s. In 1976, an F-unit heavy motive power set leads a southbound freight past Atkinson Road (just north of Rondout). Bill Christopher

mothballed Rondout well and laid pipe to supply water.

After the Tri-State was finished in 1959, though, North Shore's freight and passenger traffic sharply dropped, and Shield observed the railroad's decline first-hand. The North Shore, which ran mostly through residential and rural areas, never developed a revenue-rich industrial base. "Roller" cars of lumber, kept in transit as long as possible to get the best price, made up much of its traffic. Recalled Shield, "The cars would come down on the Soo Line to Mundelein, get picked up by the

North Shore, brought over here by the scale house, given to the EJ&E, and the EJ&E would haul them over to Leighton, a mile south of Mundelein, and give them back to the Soo Line again.

"We delivered to the North Shore on the track that is still behind the tower, or what's left of it," Shield continued. "They shoved their cars as far down as where the wire came, and we grabbed them from there. They also had a receiving track to deliver and receive from the EJ&E over there. The Hough Company in Libertyville shipped a lot of front-end loaders out on the North Shore, which delivered them to the EJ&E here at Rondout." On the "receiver," or interchange track, North Shore's wires extended west to Arcadia Road. The North Shore usually operated two short freights per day through Rondout, along with some 30 passenger trains, many of which stopped.

"We had seven EJ&E freight trains a day each way" through Rondout in the 1950s, Shield reported, "six regular trains, and 17 and 18 were the wayfreight." Due to the J's circular layout, trains heading eastward through Rondout were considered "westbound" and given odd numbers, while trains pointed west were "eastbound" and carried even numbers. EJ&E powered most of its trains with the distinctive Baldwin centercab locomotives that had displaced the steel road's steam. "When they first got those Baldwins, they couldn't m.u. them. Whatever one unit could handle—that was about 75 cars, usually—that was the length of the train."

Almost every one of the J's freights stopped to work the yard west of the crossing. "The big interchange they gave us here was steel for A. O. Smith in Milwaukee," said Shield, for the production of auto frames. Milwaukee Road "used to get a solid train a day out of here, 90 percent steel products, strictly for Milwaukee and beyond." In 1952 this job, running as trains 84 and 85 out of Milwaukee, almost always had an S2 4-8-4 assigned. After 84's southbound empties had been shoved into the EJ&E yard, "you'd always wye the big S2 and give it a tank of water before it left" on 85 with 60 to 100 loads.

When EJ&E had a big-tonnage train, it would call out its 6,000 h.p. foursome of ex-demonstrator Baldwin "Sharks." The few surviving photos show the J's Sharks wearing orange and green paint, but Shield recalls them painted jet black, without adornment save for locomotive numbers and EJ&E initials, during 1952. "They used to have them on ore trains out of Waukegan," Shield said. Shield wasn't sorry to see the Sharks move on to the Baltimore & Ohio in 1955: "I remember it was a terrible reach to try to get the orders to them." When some of the center-cabs were repowered with EMD prime movers starting in the late 1950s, they were also equipped for m.u. operations, permitting EJ&E to assign them to heavy trains.

### Swift of Foot

The sprinting *Hiawathas*, of course, rarely stopped at Rondout. The speed restriction across the EJ&E diamonds was "right around 95 or 100 mph," recalled Shield. Often the Milwaukee's premier trains ripped through Rondout even faster than that with the tacit approval of the management, which in an era innocent of the Federal Railroad Administration, would fudge its own rules to adhere to the aggressive passenger train schedule.

Nothing was allowed to get in the way of the *Hiawathas* and other first-class runs. "Management really put a lot of emphasis on on-time performance," said Shield. "Everybody knew when the passenger trains were due and cleared them





five or ten minutes in advance. We'd get the switch engine off the main and put away, and put freight trains in the siding if they couldn't make the next station."

The Milwaukee generally achieved its goal of timeliness, but there were exceptions, particularly the eastbound *Olympian Hiawatha*, train 16 from Tacoma and Seattle. "It seemed like in the wintertime they had a terrible time trying to keep the schedule" with that train, Shield reminisced, "but in the summertime they had an on-time operation that was second to none."

On rare occasions the Rondout operator would mess up, and the railroad grapevine would spread reports of the resulting delay far and wide. The first-trick man, Shield recalled, once "ran 16 through the No. 6 track—that's that 100-car siding." Not a serious error in itself, but there was a red signal protecting the spring switch at the south end of the siding, and the operator forgot to give 16 the lineup to get back on the main. One can imagine the conversation in the lead FP7 as the engineer plugged the air and the hurtling *Hiawatha* squealed to an unscheduled stop just short of the signal. "I suppose he lost seven or eight minutes out of it, and back then you had to account for every minute."

Number 57, the Chicago-Twin Cities *Fast Mail*, was Shield's favorite train. "Thirty minutes from the time he left Union Station, he was carded across the diamond out here. That was faster than (train) 15, the *Olympian Hiawatha*,

which took 37 minutes." The *Fast Mail* had "anywhere from 18 to 28 cars, with a rider coach on the rear. It was just the most ramshackle-looking equipment, with Railway Express cars and storage mail." But the locomotives looked and performed great, because when they reached Minneapolis, after a demanding overnight run, they returned to Chicago on a priority train. "Whatever you saw on 57 going through that night would be right back out of the Twin Cities the next morning on either the *Morning Hiawatha* or the *Olympian Hiawatha*."

During the mid-1950s, the chrome-nosed Fairbanks-Morse Erie-built passenger locomotives that had been built for *Hiawatha* service were assigned to suburban trains, replacing steam. Shield recalled what "grief-givers" they were. "You were continually hooking two trains together in the morning to get over the road, because they had such a tendency to fail on you."

The Milwaukee replaced these troublesome units with new E9s and refurbished, head-end powered F-units in the course of converting its suburban service to bilevel, push-pull equipment, beginning in 1961.

The J Line trains, like the Chicago-Madison *Varsity*, had their own motive power oddity in the form of "Old Maud," the Milwaukee's lone pair of Alco DL-109s 14A and 14B. "You could hear that thing coming miles off," Shield recalled, "that engine was so distinctive. It was an ugly duckling from the word go," particularly before Milwaukee Shops grafted F-unit

**"The North Shore freight interchange had become so small it was just a nuisance to us."**







After the interiors of the cars were burned off, the metal shells were loaded in gondolas and forwarded to Indiana-area steel mills. Over a two-year period, the North Shore's rails and ties were recovered. The bridges over the Milwaukee and EJ&E were removed in 1965, but the concrete abutments and massive fill remained, too expensive to obliterate.

The 1960s also saw tower and interlocking modernization. Early in the decade, the Milwaukee converted the line from Rondout north to Centralized Traffic Control. The rod-connected interlocking plant was removed from the tower; electric motors, controlled through a small CTC machine in the tower, were installed to power the switches. Also installed was a hotbox detector at Russell, Ill., near the Wisconsin border. The readout for the detector was placed in Rondout tower, and the operator's duties came to include reporting to each train by radio that it was "OK over the Russell detector."

Powering the switches made the operator's job so much easier, Shield recalled. "We thought we were living!"

No more would towermen complain about sore arms and backs from pushing or pulling a quarter-mile of metal pipe connected to a faraway switch; the trains now could be lined up almost effortlessly with electric power. Delivering train orders, though, still meant an endless succession of trips up and down the tower's exterior stairs.

"The railroad always found a way to run its operation with fewer people," Shield continued, "and every year you had less and less people to work with." Automation and declining traffic made some of Rondout's clerks superfluous, causing the railroad to vacate the depot in 1963 and move the remaining employees into the space vacated when the manual interlock-

ing plant was removed from the tower's second story. The second story of the tower was partitioned at that time, because the noise from the clerks' IBM printers threatened to drown out the operators' radio conversations with the crews.

"The depot stood there until 1967, when the company tore it down." Shield also remembered that the Milwaukee "had a brand, spanking new Dodge truck, and the clumsy crane operator once made the mistake of dropping the bucket right on the cab of that truck instead of on the remains of the station." That was unfortunate for the section crew, because the Milwaukee's declining fiscal health meant it would be a long time before the truck could be replaced.

After the depot was razed, the first floor of the tower became the Rondout commuter station. "They immediately made a waiting room down there," said Shield, "with a little baggage room in the corner." The remodeling brought another amenity welcomed by the operators—an inside toilet. "All we had before was an old

one-holer behind the tower," Shield remembered.

A railroad that had trouble replacing a truck couldn't long support an extensive passenger schedule which, in 1968, offered four trains a day each way between Chicago and the Twin Cities. "Cab signals were the first thing they dropped, because they were expensive to maintain," Shield said. "This caused the railroad to reduce the maximum speed from 90 to 79 mph. And the track wasn't really good for 79 mph. A train would go by and there would be a cloud of dust, because there was no ballast and no drainage. You'd bring a clean car to work, and by the time you went home it would be all covered with dust."

## **"The railroad always found a way to run its operation with fewer people."**







OPPOSITE PAGE: A southbound Metra scoot pauses next to Rondout tower at dawn in November 1985. Rondout was a commuter train stop until 1984, when low ridership—only about five passengers a day—prompted Metra to drop it from the timetable. Ken Caffisch  
 ABOVE: In 1985 Soo Line acquired the remains of the Milwaukee Road, including the Chicago-Milwaukee route through Rondout. In January 1990, new Soo SD60M 6061 kicks up fresh snow as it leads a southbound potash train through Rondout. Erik Coleman  
 LEFT: Showing off the new EJ&E paint scheme, SD38-2 654 leads an eastbound (traveling west, though leaving Waukegan, the “west” end of the railroad) past the tower on Oct. 14, 1992. Ed Pavlovic

The *Afternoon Hiawatha*, *Pioneer Limited* and Shield's favorite, the *Fast Mail*, had all disappeared by the time Amtrak took over the Milwaukee's passenger operation in 1971. For about a decade, Amtrak fielded a pair of Chicago-Twin Cities trains each way over the Milwaukee, but in 1981 service was sliced to a single *Empire Builder* each way, plus Chicago-Milwaukee coach trains, and it has remained that way since.

### Milwaukee II, Soo and CP

After entering bankruptcy in 1977, the Milwaukee hit bottom. “That was the hardest railroading I've ever done in my life,” said Shield about the late 1970s. “They'd put on anywhere from four to seven F-units [at Bensenville], and one by

one they would die by the time they got out here. We watered the F-units in front of the tower. We might have got two to work, but by the time we got the last one watered one of those would have died and we couldn't get the train moving. Sometimes I directed a commuter train to couple on the rear and give it a shove to get started. The conductor might complain, but I told him if he didn't help out he'd never get to Fox Lake. That always persuaded them to help out.”

The employees, related Shield, “all had to take a reduction in pay in order to help this railroad survive.” But radical route cutbacks, federal aid and aggressive marketing put the “Milwaukee II” on an upward curve in the early 1980s. The railroad attracted three suitors and was acquired by Soo Line in 1985. The Milwaukee had promised to make up the wage reductions after the sale, “And, boy, they lived up to it, ‘cause they gave us every penny,” said Shields

Downsizing, though, never abated. The Milwaukee eliminated the Rondout agency in 1981, moving the work to Sturtevant, Wis. The Rondout agency had served shippers from Glenview to Wadsworth, and up to Walworth, Wis., on the J Line. Big customers included Abbott, and Sara Lee in





Deerfield, which converted carloads of flour, sugar and frozen strawberries into coffee cake and pastries. Eventually, though, Abbott's rail traffic dried up and Sara Lee moved its bakery to Tennessee.

Interchange traffic between the Milwaukee and EJ&E shriveled with the industrial decline of the Midwest. "We still get traffic for A. O. Smith" off the EJ&E, Shield reported, "but it's a fraction of what it was," since most of the business now moves from the Indiana steel mills to Wisconsin by truck. Only one Soo/CP train in each direction sets out or picks up at Rondout. EJ&E's Waukegan service dwindled to tri-weekly for a time, and the railroad retired one of its two tracks through the plant in 1987. Due to the reduction in interchange business, the Rondout switcher was discontinued in 1985. Now just the section crew and the operators report to work at Rondout. What little industry switching is required in the area is performed by the "patrol" (local) working out of Sturtevant.

The commuters disappeared too. "At its best, we never had more than a dozen regular people" ride the bilevels to and from Rondout, Shield recalled. "In the end we were down to five regular riders." Metra, which acquired the Milwaukee's main line from Chicago to Rondout and the J Line from Rondout to Fox Lake in 1982, dropped Rondout from its schedule in 1984. Since then, the blue F40Cs and F40PHs that power the "scoots" have rolled right on through.



The gradual elimination of train orders reduced the operators' workload. "We were still handing up orders [to Fox Lake trains] till about '83, I think." The EJ&E discontinued timetable operation of freights in 1984 and its trains stopped picking up orders thereafter. The only trains that pick up orders today are southbound freights that use C&NW trackage rights to reach Bensenville Yard. The Rondout Operator se-



cures block authority (C&NW uses DTC) from C&NW's dispatching center in downtown Chicago for Soo/CP trains to use C&NW's New Line Subdivision between Shermer and Bryn Mawr, prints up the instructions and hangs them up for the freight crew to snare. Soo Line put up order stands to make it unnecessary for the operator to wait on the ground for trains to arrive.

In 1991 Soo replaced the now-antiquated Russell, Ill., detector with new talking detectors at milepost 36.8 (across the tracks from the former Wilson station) and milepost 57.6 (on the site of the old Somers, Wis., station). These devices report sticking brakes, dragging equipment and loose wheels as well as hot bearings directly to the dispatcher, as well as broadcasting a status report to each train.

## Yesterday and Tomorrow

Granted, Rondout today isn't quite the same as it was when Don Shield reported to work in 1952. Milwaukee orange has just about disappeared, replaced by the red of Soo/CP and Wisconsin & Southern, which displaced the Wisconsin & Calumet as operator of the biweekly J Line through-freight service in 1992. Heavy welded rail and rock ballast have replaced the sand-and-gravel roadbed of the Milwaukee years. Amtrak's ragtag Milwaukee trains, with their generally dirty locomotives and shopworn Metroliner cab cars, don't compare favorably with long-gone orange-and-maroon streamliners. Sizeable trees grow on the fill where once the green-and-red cars of the North Shore ran. In place of seven pairs of trains, EJ&E provides just one six-day-per-week round trip that usually runs to Waukegan at night (Fridays excluded) and returns the next day, though not on any particular schedule, and an occasional coal train for Commonwealth Edison's Waukegan plant. The tower's paint has changed from Milwaukee standard gray to "Milwaukee II" white to the current, and decidedly non-standard, light tan.

## At some point in the future, CP will probably close Rondout tower . . .

But the flavor of the place, the languid tempo of the country interlocking tower, still provides visitors with a link to the past. The boxcars on the yard tracks, the residents tossing horseshoes just east of the old Milwaukee tracks, and the chickens pecking for grain where once the North Shore set out lumber loads create a peaceful rural setting that could not contrast more strongly with the pulsating, congested reality of today's Lake County. The presence of the tower and the preservation of the nearly vanished ritual of hanging train orders add to the mystique of yesteryear. The North Shore fill blocks the present from view, helping the observer visualize the charging *Hiawathas*, ungainly centercabs and clattering interurbans of Lake County's past as they rolled through the junction. Indeed, there are even plans to convert the North Shore's right-of-way to a bike trail—including the construction of new bridges over the CP and the EJ&E.

Perhaps the happiest fact about Rondout is that, unlike so many other interlocking towers, its short-term future is assured. Metra for several years expressed interest in assuming responsibility for the tower's operation, to assure that commuter trains would be given priority at the junction. Recently, though, Metra decided not to include Rondout on the list of former Milwaukee towers it will take over. At some point in the future, CP will probably close Rondout tower and move control of the interlocking to Milwaukee or some other dispatching location. But the necessary signal design hasn't been done, and there's no agreement among CP, EJ&E and Metra concerning the cost of this work. As a result, the tower is not in imminent danger, and Rondout's timeless ambiance can be enjoyed for a few years to come.

*This article would not have been possible without the assistance of Don Shield, Bill Christopher, Ted Schnepf, and the photographers whose work is represented here. PRN*



**OPPOSITE TOP:** The modern-day, Superliner-equipped *Empire Builder*, Amtrak No. 8, approaches Rondout on the last leg of its long journey to Chicago on Sept. 7, 1991. **OPPOSITE BOTTOM:** Rondout Tower operator Don Shields (who hired on with the Milwaukee Road in 1951) at work in front of the control panel on March 30, 1992. Two photos, Michael W. Blaszk LEFT: In May 1992, Wisconsin & Calumet employed a leased BL2 to haul its Janesville-Chicago train. Two weeks after this photo was taken, the BL2 went belly-up and two months later Wisconsin & Southern purchased the WICT, inheriting trackage rights over Metra. Bill Christopher





# Union Pacific's

## Montana Subdivision

DAVE GAYER

**U**nion Pacific is a great big rollin' east-west railroad. Even though its westbound fingers stretched into both the Northwest (via Oregon Short Line) and the Southwest (via Los Angeles & Salt Lake), the events at Promontory in 1869 cemented the east-meets-west relationship in our minds. The acquisition of Western Pacific more than a century later made UP's latitudinal nature complete.

In the West, Union Pacific has but a few components that run against the grain, in a north-south orientation. One such anomaly is a 250-mile parcel that is perhaps the most neglected piece of the Union Pacific. The line serves the agrarian needs of two states, interchanges with a 52-mile short line, and has a local schedule that is more reminiscent of 1943 than 1993. If this sounds like a line that Omaha's corporate denizens normally wouldn't appreciate, you're probably right.

We're talking about UP's Montana Subdivision, running from Pocatello, Idaho, to near Butte, Mont., a disregarded, almost uncharacterizable stretch of railroad with roots deep in narrow gauge

and a commodity base tied almost exclusively to the fertile soil of the area. The countryside around Idaho Falls, Idaho, teems with branch lines (though many have been casualties of abandonments), but between Idaho Falls and Butte it's a different story: for 200 miles, a thread of rail crosses bleak prairie, suffers a few mountain grades and winds along two river canyons, all without spawning so much as one branch line. But, most remarkably, this "main line" crosses the Continental Divide not once, but twice.

And Union Pacific wants to keep this line? The way it looks now, perhaps not.

### **Narrow Gauge Northbound, Slowly**

The story of how Union Pacific came to build this line is a study in dueling rail management, financial subterfuge and persistence. The tale started early. Once the transcontinental connection was complete, UP next sought to tap rich natural resources by building feeder lines to areas with a potentially quick return on investment.









Montana Territory, with its gold and silver strikes around Helena, initially prompted only a casual interest, for it was much further removed from UP's main line than, say, Colorado. Montana residents needed a rail line to move the goods generated by their booming economy and to reduce the high cost of importing supplies. As mining took hold in south central Montana, the cities of Helena, Butte, Anaconda, and Deer Lodge all lobbied for some sort of railroad service.

Because Northern Pacific's westward push had stalled in Dakota Territory, a few speculative Utah businessmen proposed to build northward from Salt Lake City and Ogden. The resulting narrow-gauge Utah Northern slowly pushed toward Idaho, eventually halting in 1874 at Franklin, Idaho. This was good news to the folks of Montana.

But, Eastern financiers began to have second thoughts about this extension in the West, and capital sources dried up. Montana itself was divided over the railroad question as residents hassled over which railroad—Utah Northern or Northern Pacific—would better serve the state, and they debated providing state subsidies to railroads.

After several years of broken promises, foreclosure (in 1878 UN was sold to Utah & Northern), and fickle popular opinion, Union Pacific entered the Montana fray via Jay Gould and Sidney Dillon. Because Utah & Northern had become a subsidiary of UP, Gould let a contract to build north of Franklin and aim for the "business of Montana." However, U&N officials warned that unless subsidies were provided the railroad would head for Boise, Idaho. But state subsidies were voted down, mostly because residents believed that with UP at the helm, U&N would enter the territory anyway. They were right.

Narrow-gauge railroad construction reached Pocatello late in 1878, and continued on to Blackfoot before the onset of

winter. Spring 1879 signaled the arrival of the U&N in Eagle Rock (soon to be renamed Idaho Falls); it was decided that the principal shops would be located there. Monida Pass and Montana Territory were finally reached in May 1880, triggering a celebration in Butte, for it was Butte—the new suitor, rather than Helena, the long-suffering supporter—that the Utah & Northern seemed headed for. In fact, Gould saw no need to extend his rails beyond Butte, except perhaps toward a connection with the nearly completed Northern Pacific.

Utah & Northern construction crews quit for the winter of 1880 in the Beaverhead Valley, where a town named for UP board member and financial vanguard Sidney Dillon sprang up nearly overnight. By October 1881, the 40-pound rails of the narrow gauge reached Silver Bow, seven scant miles from Butte. It was at this point that right-of-way difficulties in the form of bisected placer claims were encountered, a problem where no solution seemed imminent.

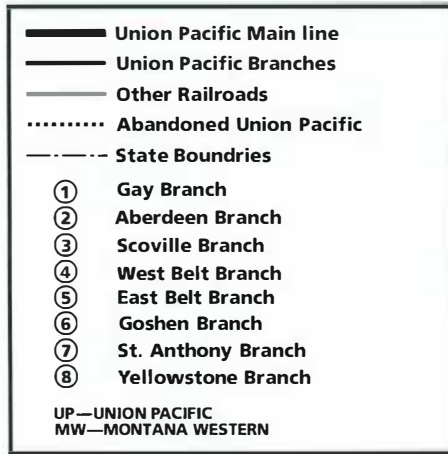
It took diplomacy and UP's ploy to alternatively grade and build to Deer Lodge to break the claim impasse. Within a few weeks of its resolution—on Dec. 26, 1881—the first Utah & Northern train reached Butte. The event was rather anticlimactic; the weather was bitterly cold and the train arrived near midnight. No longer an outpost of civilization, the heart of Montana was finally connected to the Union Pacific.

### **The Competitive Bogy**

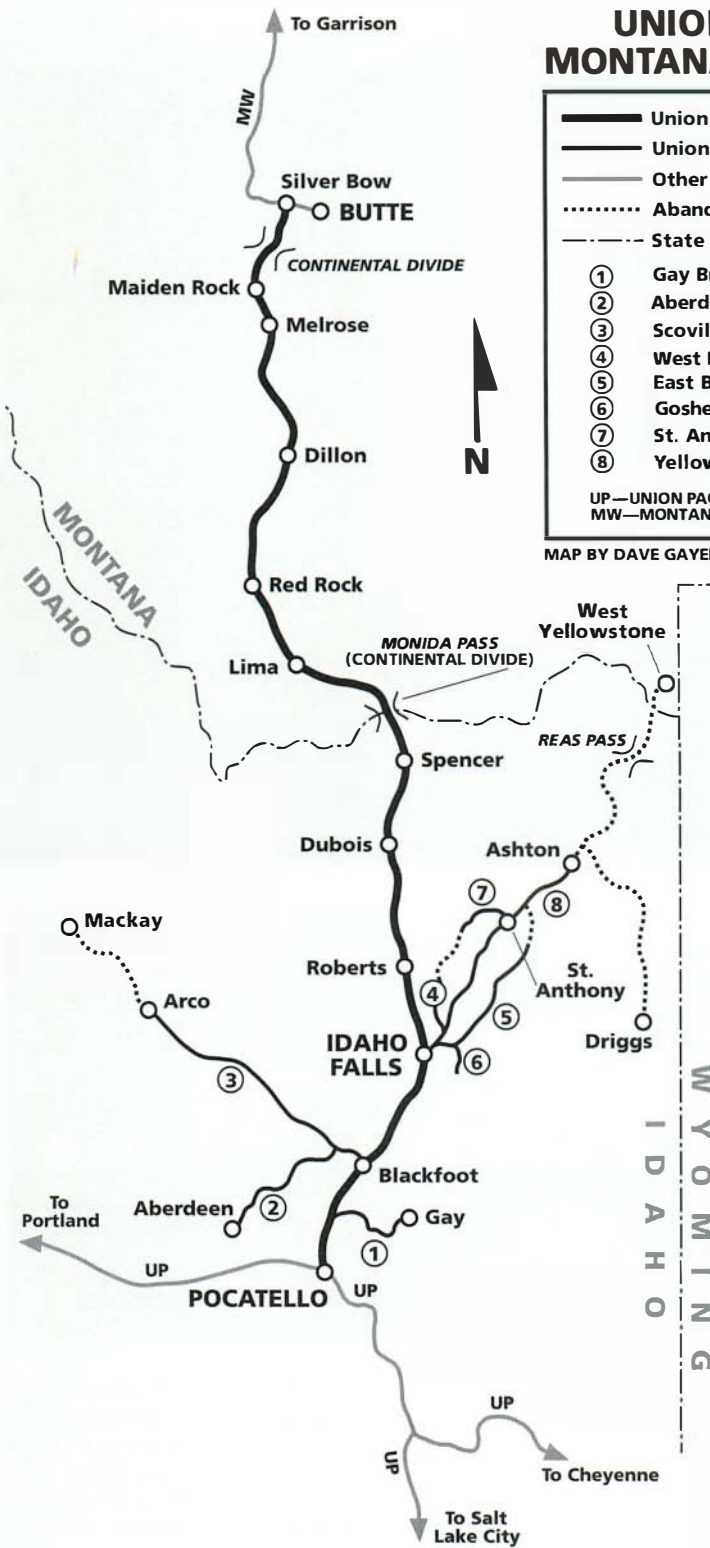
It was inevitable that this new line would change as a result of the economic development it helped foster, but the expansion-oriented attitude of railroads fueled further change. One year following U&N's arrival in Butte, the fledgling rail line began grading northwest, first to Garrison, then to Anaconda.



# UNION PACIFIC'S MONTANA SUBDIVISION



MAP BY DAVE GAYER AND TOM DANNEMAN



PREVIOUS PAGE: Two SD40-2s haul a 45-car southbound freight into Beaver Canyon at Humphrey, Idaho, on May 4, 1989, the same route stagecoach travelers used more than a century ago. OPPOSITE PAGE: The Gay Local, operating twice daily out of Pocatello, regularly needs four SD40-2s for the 1,000-foot climb to Gay. Here the local rolls through Fort Hall, Idaho, on April 28, 1993. BELOW: A two-horse-powered covered wagon meets a 3,800 h.p SD60 at Dillon, Mont. Three photos. Dave Gayer



fire. When NP grading in Hell Gate Canyon stifled U&N's northwestward route, Jay Gould tried to acquire the Northern Pacific through the stock market. Gould—and Billings—soon found themselves outmaneuvered by Villard who cleverly purchased a majority of NP stock.

By 1884, both U&N and NP had reached Garrison, Mont. Two years later, U&N's Garrison extension was leased to Montana Union Railroad, which in turn assigned the lease and all of its property to the Northern Pacific in October 1898.

U&N began losing its identity after Oregon Short Line took control of the railroad in 1882. This "consolidation," and the problem of mixed gauges prompted conversion of the U&N to standard gauge. This in itself was not noteworthy, except that converting the entire 262-mile line from Pocatello to Garrison was accomplished in one day! With ties stockpiled and one rail already spiked in place, 400 track workers in 40 sections started changing rail at dawn on July 24, 1887. The next day, the first northbound standard-gauge train left Pocatello with only a three-hour delay. One of the longest narrow-gauge lines in the world had vanished almost overnight.

In 1899 more track was laid. A branch was started from Idaho Falls to St. Anthony. This line, incorporated as the St. Anthony Railroad Co., also integrated what eventually became the East and West Belt "loop" branches into the old U&N. In 1905, Yellowstone Park Railroad Company extended the line from St. Anthony in two directions, toward Driggs in the Teton Valley and to the edge of Yellowstone National Park, in an effort to compete with NP's Gardiner Branch for tourist traffic. In 1960, the final passenger train departed

During 1881, plans commenced for building Oregon Short Line. It was clear that with U&N completed to Montana and OSL abuilding from Granger, Wyo., to Huntington, Ore., Jay Gould and UP were trying to monopolize the Northwest. But, Frederick Billings, newly elected president of Northern Pacific, would have none of that. As part of a rejuvenated effort to complete NP's transcontinental main line, Billings stepped up construction and engaged in some deal-making.

Billings went to Henry Villard and gained trackage rights over Villard's Oregon Railroad & Navigation Company between Portland, Ore., and Wallula, Wash., allowing NP to start building eastward, a move that would eventually back-





West Yellowstone; on the Teton Valley Branch one could ride, at least until 1969, on “mixed train” service, where bare-bones accommodations were provided in the form of a combine or, more likely, the luxurious confines of the caboose.

A few years later, all service on these branches ended. Following the closing of a West Yellowstone lumber mill in 1978, UP applied for abandonment and the rails of the Yellowstone Branch were pulled back to Ashton three years later. The remaining 31 miles of the Teton Valley line lasted longer, but by late 1991 permission had been granted to abandon it. A last-minute attempt to resurrect the Ashton-Tetonia segment for excursion service failed, and Ashton found itself at rails' end.

### The Jumping Off Place

The starting point for the Montana Subdivision is on the western edge of Pocatello, Idaho, at Pocatello Junction. Leaving the line to the West Coast, the sub curves two miles north to Montana Junction, a name which gives a clue to the route's destination. But, that's about as close to Montana—“mountainous country”—as you get for awhile. There are mountains in sight—the Bannock Range, the Wasatch and on clear days the Tetons and Sawtooths—but for the first few miles, the right-of-way follows the level topography of the Snake River basin. And with good reason: agricultural business here is booming. There are more feeder lines in this small area than anywhere else in Idaho. But, unlike much of the Palouse-area lines, these branches still turn a profit and boast regular service.

The first of these branches, leading to the phosphate mine at Gay, provides a steady source of revenue. The endangered Gay Branch leaves the subdivision at Fort Hall, wandering 20 miles east upgrade through the Fort Hall Indian Reservation. The Gay Local is the only local on the Montana Sub operating out of Pocatello, running once or twice per day. The run is less than 60 miles, its UP hoppers shuttled between the mine and the FMC plant located a few miles west of Pocatello.

Twelve more miles up the sub is Blackfoot, a community still sporting a UP depot (it hosted an agent until 1990), com-



plete with “OSL” engraved over the front door. It's also the beginning of the Mackay Branch, extending 60 miles northwest to Scoville and Arco, but the last 20 miles to Arco are rarely used. This branch crosses south central Idaho's rough lava flows and the desolate testing grounds for the infant American Atomic Energy Reactor Program. Seven miles out from Blackfoot, the Aberdeen Branch veers away southwest amid elevators and rich farmland to its namesake city, a spot only 10 miles from the Pocatello-Portland, Ore., main line.

### Suds and Spuds

From Blackfoot the railroad, generally following the lazy Snake River, parallels U.S. 91 through Wapello, Firth, and Shelley before reaching the outskirts of Idaho's second largest city, Idaho Falls. As one approaches this community from the south, it's immediately evident what keeps the economy and the Montana Subdivision healthy: potatoes. This crop's importance is symbolized by warehouses, storage facilities and processing plants brandishing easily recognized trade names.



Then there's the sprawling, new Anheuser-Busch malt plant on the southern edge of Idaho Falls. Here, covered hoppers bring in barley, which is malted and shipped out by rail. This facility has added significant carloadings to the already brisk business (169 customers) that Union Pacific does in this area.

The center for all this business is Idaho Falls Yard. Originally known as "AK" Yard, this facility still services locomotives, six to 10 of which usually tie up here for the night. Twenty-five to 30 crew members handle the nine jobs regularly operating both out of here and Blackfoot.

Two lines run northward out of Idaho Falls: the line to Silver Bow, Mont., and the Yellowstone Branch. The old line to West Yellowstone, Mont., barely clears the yard before sprouting appendages in all directions. At milepost 3.0 (Orvin), the East Belt Branch departs on a 38-mile trip to Newdale and supports a variety of commodities, including grain, potatoes, and fertilizer. Three miles out on this branch, at Lincoln Junction, the short Goshen Branch runs three miles to Ammon.

Not much further up the Yellowstone Branch, at Ucon (milepost 7.6), the West Belt Branch runs 10 miles through the potato fields to Menan. At St. Anthony, the last major river is crossed, the Henrys Fork of the Snake, and another branch, the St. Anthony Branch, splits off. From there, it's 14 miles to the end of the line at Ashton.

Ashton sits at the foot of the vast Pitchstone Plateau, upon which most of Yellowstone Park rests. As previously mentioned, two lines once extended out of Ashton—the line to West Yellowstone and the Teton Valley Branch. The latter avoided the plateau by exiting east from Ashton to the Teton Basin, then turned south, running all the way to Driggs.

The remainder of the Yellowstone Branch, sadly, was the most scenic. Using the heavily forested Warm River Canyon to ascend Pitchstone Plateau, the tracks tunneled and bridged their way through tourist country. After a 2,000-foot climb, the branch crested the Continental Divide at Reas Pass, one of the most unremarked crossings in the country.

## The Divide Again and Again

Perhaps the most captivating portion of the Montana Sub is the 205-mile line to Silver Bow. Unlike other lines in the

area, it begets no branches, generates little on-line traffic (although it's growing), and has only one population center of more than 500 souls.

The scenery for the first few miles out of Idaho Falls is rather bleak. Trees are at a premium, and the only tall objects within sight are telephone poles, storage elevators and potato transloading facilities.

At Spencer, the scenery improves as the Beaverhead Mountains and the Continental Divide appear to the north. Fortunately for the railroad, between the 9,000- and 10,000-foot peaks that dot the Idaho-Montana border is the relatively low-lying Monida Pass. To get to the pass, Utah & Northern crews wound through the narrow confines of Beaver Canyon for three miles. From I-15, a brief view of the railroad on the canyon's floor can be seen beneath the old U.S. highway bridge.

The climb steepens until Monida Pass, elevation 6,860 feet, is reached. Even at this elevation, winter can present operational headaches. This past winter, which saw plows contend with 17-foot drifts on some of the Yellowstone branches, left the pass piled with snow into late March. Antelope, deer and moose frequently used the plowed right-of-way, often with tragic results.

Once in its namesake state, the Montana Sub drops 1,700 feet through Snowline, Lima and Kidd. At Red Rock, the line passes Clark Canyon Reservoir and the launching point for an improbable railroad, NP subsidiary Gilmore & Pittsburgh. From 1910 to 1939 trains struggled 120 mountainous miles to Salmon, Idaho—without ever generating much revenue.

The Montana Sub then follows the Beaverhead River for a 10-mile jaunt through a canyon barely able to accommodate a river, a railroad, and an interstate. All three abruptly exit the canyon at Barretts, the site of the Barretts Minerals talc plant, one of the few on-line industries. You can't miss it—there's white stuff everywhere.

It's just a few miles into Dillon, the only real community on this part of the subdivision and home to the Dillon Local, a three-roundtrips-per-week job of often minuscule proportions. The local's power usually lays over near the renovated depot.

The railroad, now only 60 miles from its northern terminus, must ascend the Continental Divide once more. The Big Hole River is its waterway partner for the 40-mile preamble



**OPPOSITE TOP:** Sporting its trusty cabooses, an overpowered Dillon Local rolls through Beaver Canyon at the posted 20 mph on Aug. 21, 1992. In six miles, at Spencer, the Dash 2s will be able to resume their normal speed. Dave Gayer  
**OPPOSITE BOTTOM:** The SBPC rolls south past the hotel, bar and cafe at Dell, Mont., on April 15, 1992. James Belmont  
**LEFT:** The SBPC has its Pocatello-bound manifest ready to depart Silver Bow, Mont., the northern terminus of the Montana Sub, on Oct. 1, 1992. Ahead are 62 not-so-straight miles to Dillon. Dave Gayer



to the ascent. Just beyond Melrose, the railroad veers away from all highways into Big Hole Canyon, then gently sweeping curves take the railroad to the top of the divide, north of Feely. From there, Silver Bow is only seven miles north, and the tracks must descend only a few hundred feet to reach it.

## End of the Line

Lying in the heart of Montana's copper industry, Silver Bow became a strategic transportation site. Named in 1864 for the images created by the sun reflecting off the resident creek, Silver Bow was originally home to gold prospectors from Virginia City seeking new strikes. Silver Bow was railroad rich, too. As recent as the late 1970s, this junction hosted trains from four railroads, not counting Amtrak. And it truly *is* more of a junction than a community: it doesn't appear in most atlases nor on Montana's own state map.

Two of Silver Bow's railroads passed through on their Midwest-Pacific Coast routing: Northern Pacific and Milwaukee Road. The third railroad, a strictly homespun line tied to the vagaries of the copper industry, was Butte, Anaconda & Pacific. By the mid-1980s, times had changed. BA&P's traffic base had disappeared with smelter and mine closures; there hadn't been a Milwaukee freight in half a decade, and Burlington Northern, NP's successor, viewed the Garrison-Silver Bow line with a financially cocked eye. Interestingly, though, UP's Montana Subdivision (back then the Idaho Division's Third Sub) was the Silver Bow constant. Essentially a big wye with some yard tracks, Silver Bow was the end of the line for UP freights. There were a few terminal industries around, but not much else. Even for Union Pacific, the future was uncertain.

As the 1980s rolled on, Rarus Railway took over BA&P. Then, a Rarus reincarnate, Montana Western, absorbed the former NP line from Butte to Garrison. Even after the formation of Montana Rail Link, BN still interchanged with UP via

the MW. However, with the October 1992 MRL lease of the Helena-Phosphate segment from BN, Union Pacific now interchanges with MRL (still via the MW) at Garrison.

In spite of these changes, Silver Bow retains a vague sameness, even to those who may not have been there in a decade. Although modern wide-cabs and secondhand Geeps frequent the Montana Sub, it's SD40-2s that still reign. The Dash 2s have been fixtures at Silver Bow for 15 years. And just south of Silver Bow yard, an ex-UP Alco S-4 "Silver Bow" switcher continues to jockey hopper cars for the Scoular facility.

Even though Montana Western has tried two paint schemes, most of its GP9s are still in BA&P colors. The only differences today are the occasional pool power and the ex-CN switcher handling the local lumber, chemical, and fertilizer industry duties, as well as the Port of Montana (where a maverick TOFC or doublestack load occasionally shows up).

## Where the Trains Are

Local action in Idaho Falls starts early in the morning and swells to a crescendo by late afternoon. Even the evening locals are photographable during the long days of early summer. With two exceptions, all the local jobs operate six days per week, so Saturdays yield a flurry of activity, too.

Because the Montana Sub is exclusively track warrant territory, scanners and timetables help to pinpoint the locals' locations, and the accompanying table summarizes the on-duty times for the train crews. The 6:30 a.m. yard switcher job builds the locals and services most of nearby Idaho Falls few carload industries. At 10 a.m., the first of the road jobs—and the longest run—usually sends two four-axle units up the Yellowstone Branch to work the St. Anthony-Ashton segment, as well as the St. Anthony Branch. The three afternoon trains take their respective turns out of the yard, usually led by ex-Missouri-Kansas-Texas 2300-series GP39-2s.







OPPOSITE PAGE: With a 103-car SBPC in tow, SD50 5032 begins its second assault of the Continental Divide on May 5, 1992, at Lima, Mont., on the southbound approach to Monida Pass, having previously crested the divide at Feely, Mont. LEFT: On April 27, 1993, ex-MKT GP39-2 2368 switches some covered hoppers on the Ashton Local at St. Anthony before embarking on a nine-mile trek on the St. Anthony Branch. Both photos, Dave Gayer

The evening's two locals primarily serve the numerous potato industries and the malting plant along the Idaho Falls-Pocatello segment. The final job assembles the cars from the Falls-area fresh potato shippers and picks up similar loads at Shelley and Blackfoot. By the time this local reaches Pocatello, it normally has 60-80 cars. It is then transformed into symbol PCNPP destined for Bailey Yard at North Platte, Neb.

Two tricks work out of Blackfoot: noon-7 p.m., and 7 p.m.-2 a.m. Besides switching the Blackfoot area, these locals work the Aberdeen and Mackay branches. One month every year, during sugar beet season, a third local operates out of Blackfoot to serve the Amalgamated Sugar Plant at Aberdeen. The Gay local usually works five days per week out of Pocatello in two shifts, the first called 6-8 a.m., the second around 6 p.m. Weekend runs are not uncommon.

The Dillon Local departs Idaho Falls in the early afternoon on Tuesday-Thursday-Saturday, and returns from Dillon on Monday-Wednesday-Friday. Its power is normally a pair of aging SD40-2s, although this past year has seen occasional sets of Geeps, and even SD60s, doing the honors.

The final freights operating on the Montana Sub are symbols PCSB/SBPC between Pocatello and Silver Bow. Though its schedule out of Pocatello can vary dramatically, PCSB normally leaves mid-afternoon and arrives for pick-ups and set-outs in Idaho Falls by early evening. On the longest days of the year, PCSB can often be photographed as far as Monida Pass. Usually arriving in Dillon in the early morning, PCSB gets a second crew for the remainder of the trip to Silver Bow.

Following interchange chores (MW generally switches Silver Bow simultaneously), southbound SBPC is usually ready for its track warrant for a 10 a.m. departure. Access along I-15 and the old highway is good and, coupled with SBPC's moderate track speed, a variety of striking views are possible. At Dillon, crews are changed once again. For those Big Sky Country days when the late afternoon has not been obscured with an onslaught of clouds, this is prime photographic time on the Montana Sub. Arrival at Idaho Falls is almost always after dark.

Through the early summer 1993, a daily ore train has been running from UP's Dry Valley Branch to Silver Bow. With a near-sunrise departure normally scheduled out of Idaho Falls, this operation demands a pair of helpers to make Monida Pass.

## Upheaval

And so it goes . . . not only does this subdivision run against the grain geographically, it thumbs its nose at con-

ventional rail modernity. There are no doublestacks or autoracks here; the Montana Sub is a throwback to the rail-roading of yesterday. But make no mistake, the Montana Sub and its thicket of agricultural branch lines is busy—very busy.

In spite of this, the plug is about to be pulled. UP recently put a sizable chunk of the Montana Sub on the auction block. In March 1993, all the branches northeast of Idaho Falls were put up for bid as a package. Furthermore, the Silver Bow line may also be a sale or lease target. This potentially leaves only the southern Scoville, Aberdeen, and Gay branches in UP's fold, and the era of disparity and contrast in this corner of Uncle Pete's empire may be headed for the roundhouse.

Perhaps the east-west philosophy is claiming another victim. But, for the present, the UP folks in Idaho Falls and Blackfoot don't have time to worry about it: there are locals to run and customers to serve.

*My thanks to Trainmaster Craig Taylor, Track Inspector Frank Jarvis and the rest of the Montana Sub employees. PRN*

## The Locals of the Montana Sub

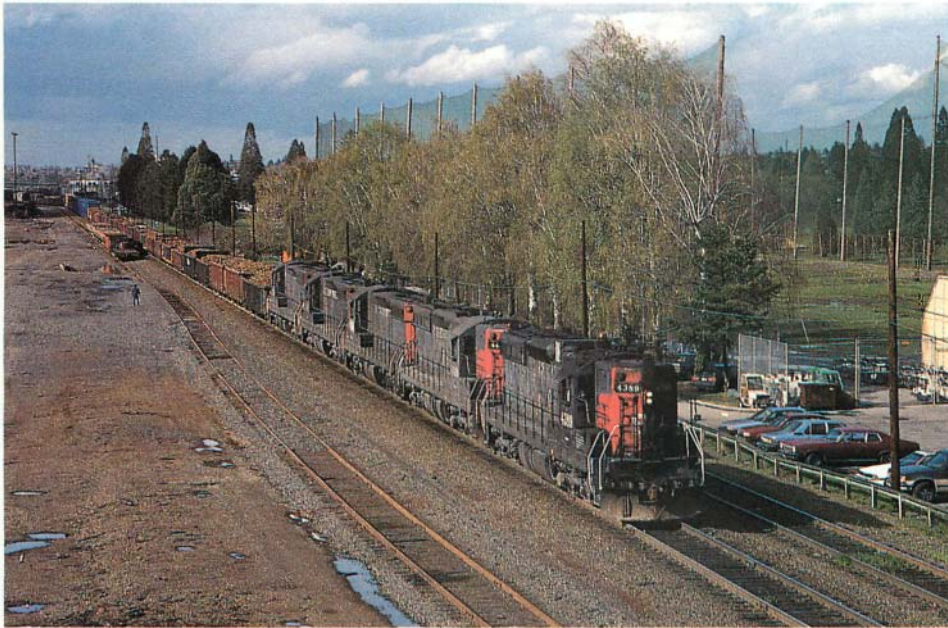
Time Called	Area Worked	Days/Week Operation
<b>Out of Idaho Falls</b>		
6:30 a.m.	Yard Switcher	6
10:00 a.m.	Yellowstone Branch between Ashton and St. Anthony; also St. Anthony Branch	6
3:00 p.m.	Dillon Local (TTHS; MWV out of Dillon)	6
3:30 p.m.	Yellowstone Branch between Hart and Thornton	5
4:00 p.m.	East Belt Branch	6
5:00 p.m.	West Belt Branch; also St. Leon to Rigby	5
8:00 p.m.	Idaho Falls to Firth	6
9:00 p.m.	Idaho Falls to Pocatello ("Spud Run")	6
<b>Out of Blackfoot</b>		
6:00 a.m.	Sugar beet local to Aberdeen *	
12 noon	Blackfoot area, Aberdeen Branch **	5
7:00 p.m.	Blackfoot area, Mackay Branch **	6
* Operates daily, one-month a year (fall) during sugar beet season		
** These two shifts' work often overlaps.		
<b>Out of Pocatello</b>		
6:00-8:00 a.m.	Gay Local	5
6:00-8:00 a.m.	2nd Gay Local	5







# Willamette & Pacific



**TEXT AND PHOTOGRAPHY BY  
GREG BROWN**

**OPPOSITE PAGE:** Kodachrome SD9 4354 leads the Corvallis Local on the West Side Branch north of Corvallis, Ore., on Dec. 4, 1992. Within a few weeks, Genessee & Wyoming's offer for SP's West Side branch package would be accepted. **LEFT:** In a lash-up reminiscent of the 1960s, five leased SD9s lead W&P's McMinnville Hauler out of SP's Brooklyn Yard in Portland on April 3, 1993. The train will reach W&P trackage at Newberg, some 18 miles west.

**I**t's morning along the railroad in a typical town in Oregon's western Willamette Valley. Just as it has for the past quarter century or so, the local rolls by, drawn by SD9s in that unique combination of paint, grime, and rust known to railfans as "Espee gray." Even though the scene is timeless, today's train is not business as usual. The hastily lettered trust notices on the flanks of the tired "Cadillacs" are subtle reminders that a fundamental change has taken place. A new company, Willamette & Pacific Railroad, is operating today's train. Other changes are also on the way such as new locomotives and track rehabilitation. Perhaps most importantly, there's a new pro-customer service attitude on these lines that starkly contrasts with the recent past.

Willamette & Pacific Railroad Inc. is a subsidiary of Genessee & Wyoming Industries, a Connecticut holding company that owns and operates several shortline railroads. In late 1992, G&W's proposal to establish a new railroad on Southern Pacific's West Side Branchline Package was selected by SP in a competition with other prominent shortline operators and W&P has now leased SP's Bailey, Dallas, Toledo, West Side and Willamina branches for a 20-year term, along with the Newberg Branch between St. Joseph and Newberg. In addition, W&P has trackage rights on SP to interchange traffic at SP's yard in Eugene, Ore., and SP's Brooklyn Yard in southeast Portland. The line is operated as



a switching carrier, and projects annual revenues in excess of \$10 million. Traffic volume on the lines leased by W&P is approximately 30,000 cars per year. Operations began on trackage south of Derry siding (see map) on Feb. 22; a week later W&P took over operation of the northern half of the West Side property.

Headquarters for W&P is the former SP depot in Albany, a facility shared with Amtrak. Initially, the biggest change brought by W&P is a new timetable that refers to former branches as districts, scraps SP's Direct Traffic Control system for Track Warrant Control, and establishes timetable schedules for selected trains. In addition, W&P's timetable recognizes geographic reality and designates all trains moving to-

ward either the equator or the Pacific Ocean as westbound—regardless of their location with respect to San Francisco.

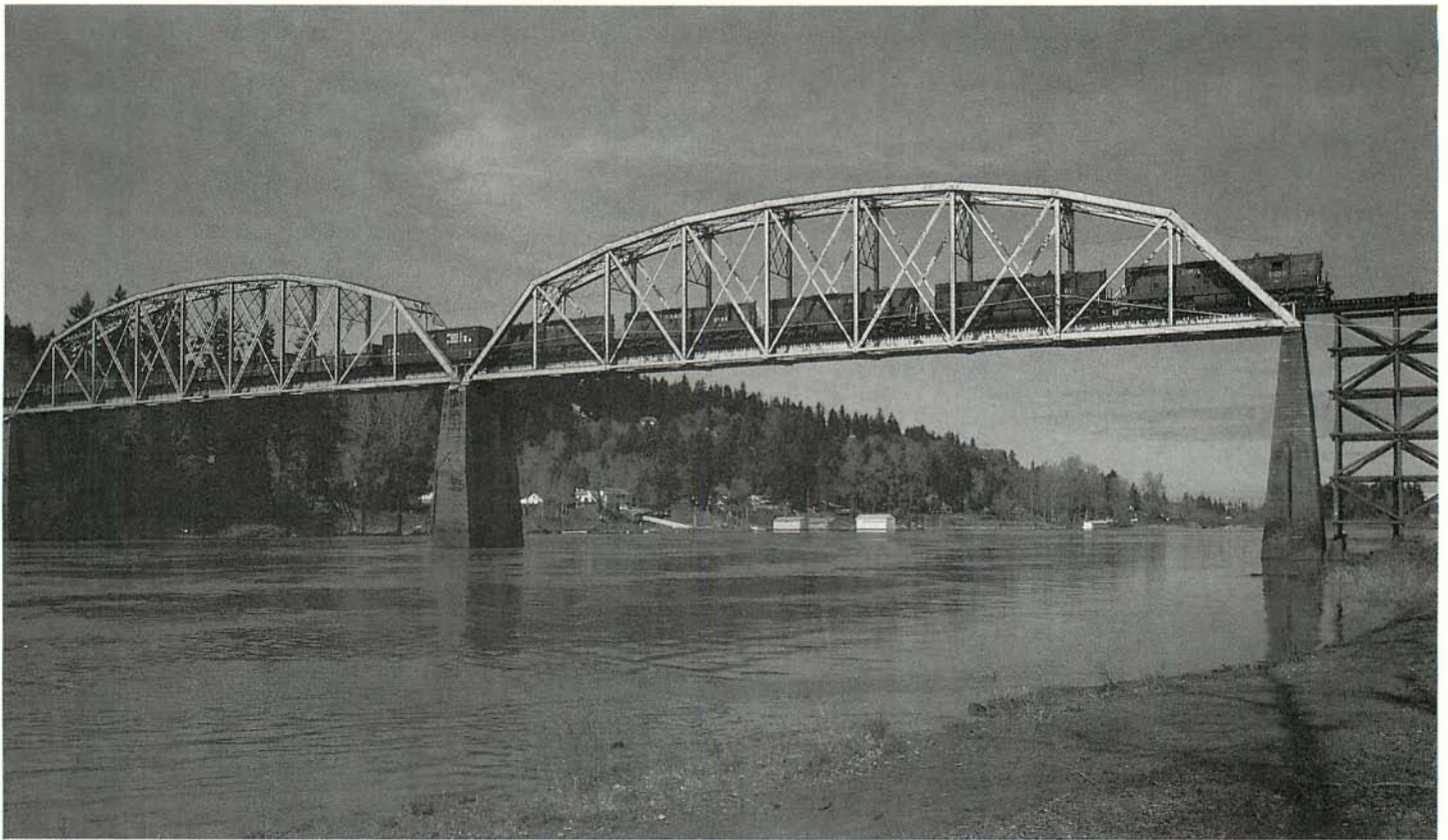
To manage the property, G&W hired Bob Melbo to serve as general manager. Melbo is an SP veteran with many years experience in management on the Oregon Division; his experience with W&P's territory makes him bullish about its future. Unlike SP, W&P plans to aggressively solicit agricultural traffic and team track business. In Melbo's estimation, these measures, along with a program for soliciting business from industries located along the W&P, could increase W&P traffic by one-third in relatively short order.

## **Transition Challenges**

The transition has not been without its challenges, staffing the new company being the biggest, according to Melbo. As he states, "Our biggest single problem is acquiring and developing FRA-certified engineers. We can ill afford to have an hour-of-service problem." Ultimately, the railroad will employ approximately 65 people. Roughly two-thirds of the roster has transferred from SP. Other than a few minor harassment incidents, the W&P changeover has not been marred by vandalism related to the railroad's non-union status.

Currently, a fleet of 20 SD9s leased from SP is used as motive power. Most of the weary six-axle units will soon be replaced by 17 former Santa Fe GP39-2s; a few of



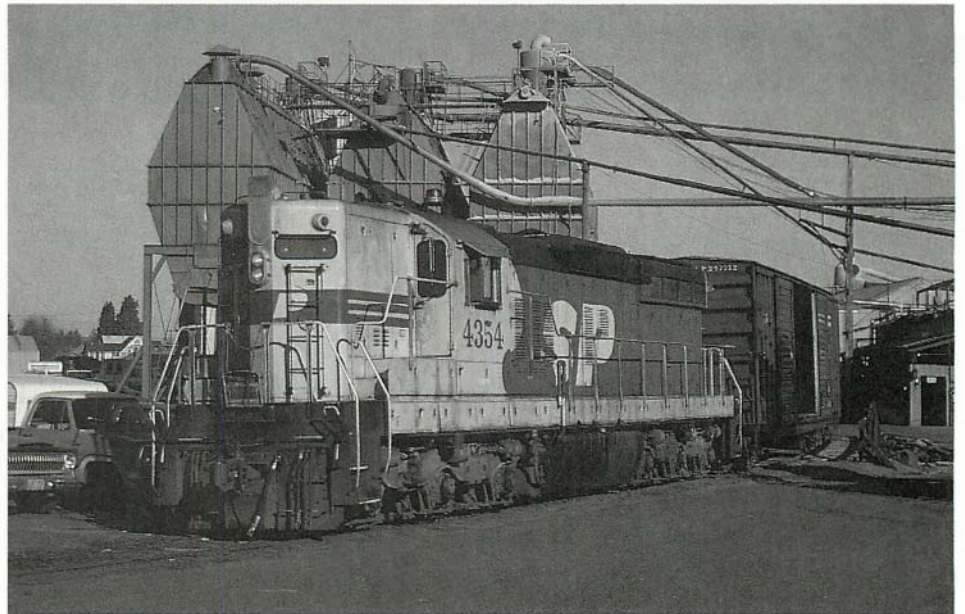


the SD9s will be retained for service on W&P's more lightly tracked districts. Management at W&P will name the Geeps after incorporated cities along the railroad. In time, the power will be painted in G&W's standard orange paint scheme with black-and-yellow striping. During the interim, fans will probably have the opportunity to photograph AT&SF-painted locomotives in some very incongruous surroundings.

Prior to the W&P start-up, Melbo's greatest concern was motive power, with fears that up to 25 percent of the fleet could be bad-ordered at a time, but the leased SD9s have risen to the occasion and performed heroically, according to Melbo. The former AT&SF units, which Melbo describes as the railroad's "piece de resistance," should arrive in late May or early June.

In its final years operating W&P's branches, SP utilized the West Side Branch north of Derry to store mothballed freight cars. The cuts of stored cars literally separated the west side branches into two distinct clusters radiating out of McMinnville on the north and Corvallis on the south.

Traditionally, SP serviced the northern branches out of Brooklyn Yard and took care of the southern trackage from Albany and Eugene. Until W&P can rehabilitate the West Side District between Newberg and Independence, this pattern will continue. Traffic off the north end will be interchanged via the east end of the Newberg Branch between Newberg and Cook, then into Brooklyn on the Tillamook Branch through Lake Oswego and Milwaukie. This temporary arrangement is set to expire Aug. 31; however, the State of Oregon is exploring the possibility of leasing the Newberg-Cook segment with W&P as operator. Should this occur, the W&P operation into



**TOP:** W&P's McMinnville-Brooklyn train heads eastbound across the Willamette River on March 21, 1993, using trackage rights on SP's Tillamook Branch to reach Brooklyn Yard in Portland. **ABOVE:** SD9 4354 switches the Willamette Industries Mill in Dallas on the Dallas Branch, still under SP ownership on Dec. 4, 1992, but soon to become part of the W&P.

Brooklyn will likely become permanent, as it expedites movement of inbound scrap steel for McMinnville from the Portland area.

### **W&P's Current Operations**

The new railroad operates seven regular trains. Two daily W&P freights call Albany home. At 7 a.m., the hauler to Eugene for SP interchange is called, followed at noon by W&P's premier train, which makes a turn to Toledo. Heir to SP's Toledo Hauler,

this train has a regular schedule as No. 75 westbound and No. 76 eastbound. Due to the demanding terrain on the Toledo District, this job employs a three-man crew and a caboose for the journey over the Coast Range. The west end of the Toledo District hosts W&P's most remote assignment. A Toledo Switcher goes to work at 9 a.m. Monday, 10 a.m. Tuesday-Friday, and 1:30 p.m. Saturday-Sunday, to switch Toledo's massive Georgia-Pacific paper mill, the railroad's largest customer.



Corvallis is home to W&P's Corvallis Local. Much like the former SP local of the same name, this switcher covers the West Side District south of Derry, the Bailey District, the Dallas District, and industries in the vicinity of Corvallis. When operating on the Bailey District, the local uses a caboos for the six-mile reverse move to Hull-Oakes Lumber Company's steam-powered mill at Dawson, which is one of the West's most photogenic industrial facilities. This job works Monday through Friday, on duty at 7 a.m., but reports at Albany on Mondays.

On the north end of the railroad, three trains are based out of McMinnville. Like their SP predecessors, two locals operate Monday through Friday; the McMinnville Switcher is called at 7 a.m., working local industries and Cascade Steel's large plant east of town, while the Willamina Local goes on duty at noon. The Willamina Local works west to its namesake, handling interchange traffic with the Willamina & Grande Ronde Railroad and switching Willamina Lumber. The hauler to Brooklyn goes on duty daily at 8 a.m. En route, this train works the interchange with Smurfit Newsprint Corporation's industrial railroad in Newberg.

In the near term, W&P's most pressing project will be to rehabilitate the West Side District between Independence and Newberg. Presently, this stretch is operated under yard limits at 10 mph. The track will be upgraded to FRA Class II standards, with a top speed of 25 mph. Upon completion, a new train will be established on the West Side District linking Newberg and Albany. Most traffic now going over Rex Hill to Brooklyn will be rerouted to Albany and Eugene. Once this traffic begins moving south, the additional volume would quickly overwhelm Albany's modest yard; this is why SP and W&P established Eugene as their primary interchange.

One form of business won't see a renaissance under W&P—passenger service. The lease with SP specifically excludes passenger operations, and most trackage other than the Toledo District is FRA-excepted, precluding passenger operations as a matter of law. Melbo believes that a credible proposal from a legitimate operator with equipment and sufficient insurance, presented with an adequate amount of lead time to be considered by SP, might be acceptable at some point.

## Following W&P

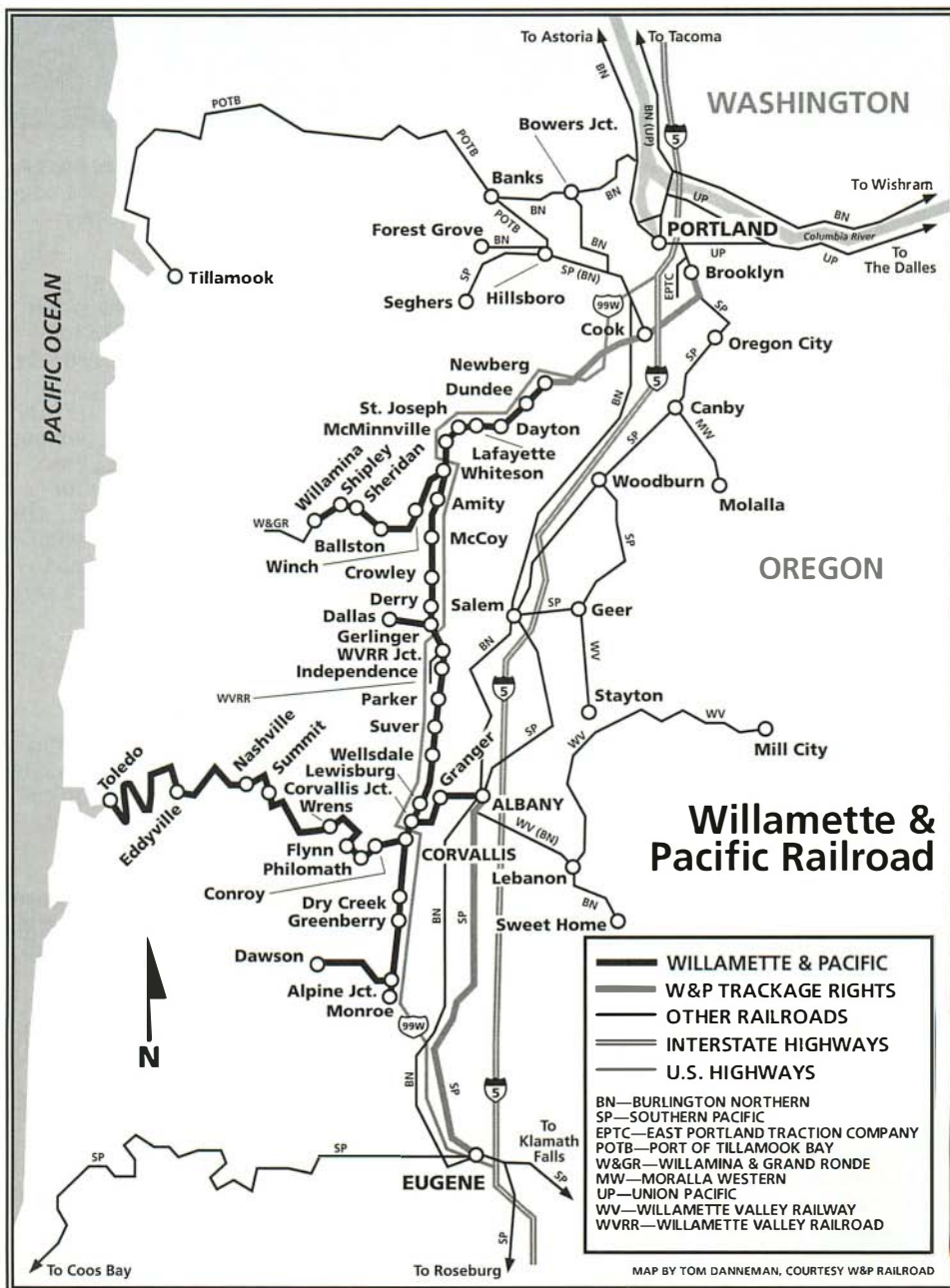
Railfanning the W&P is relatively easy. Virtually all trackage is closely paralleled by all-weather roads, and trains generally proceed at modest speeds. There are two prominent exceptions to this rule: The Toledo District trackage between Albany and Corvallis Junction has 35 mph train speeds and heavy traffic on U.S. 20; north of Corvallis Junction, the West Side District top speed is a blazing 40 mph until Independence, and the line is visually separated from the highway for most of the distance, with poor access to the tracks. W&P uses 160.770 as its radio frequency, with SP frequency 161.550 used when appropriate.

Additional lines may be brought into the W&P fold. Although SP continues to operate its remnant of the Tillamook Branch in the Portland suburbs east of Hillsboro and the West Side/Seghers Branch between Hillsboro and Seghers, this "orphaned" trackage would seem to be a natural candi-

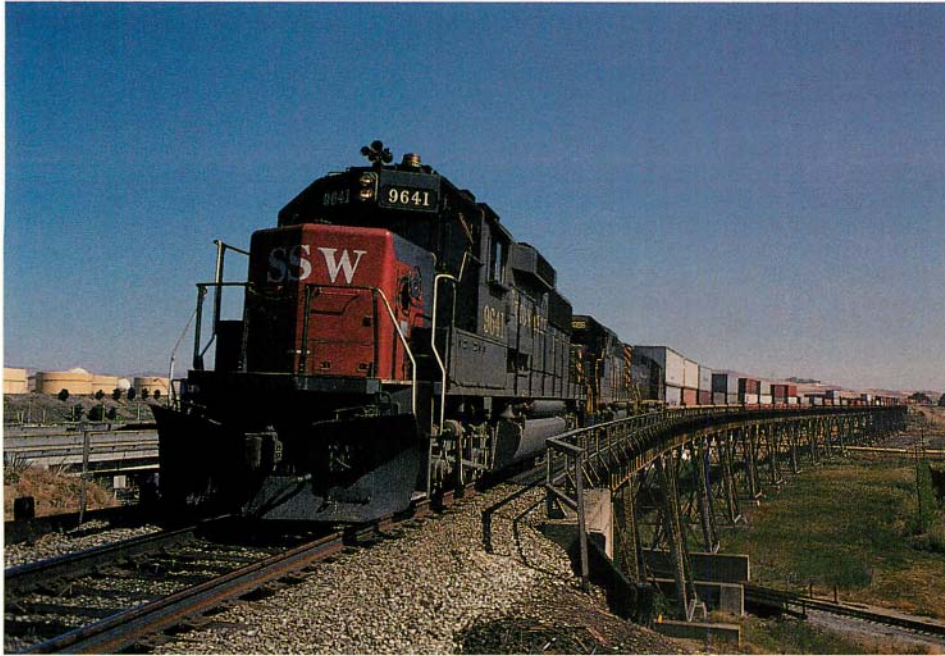
date for spin-off. Melbo believes that W&P could service this trackage with three or four additional locomotives, most likely SD9s due to light iron west of Hillsboro.

Although Oregon's forest products industry dwindled over the last decade, many mills located along the W&P are operated by strong companies and should survive the timber supply crisis currently facing the industry. In addition, recent improvements at Cascade Steel in McMinnville may result in traffic increases sufficient to eclipse Georgia-Pacific's Toledo plant as the railroad's largest shipper. Add efforts by the railroad to diversify its traffic base and rehabilitate the physical plant, and you have W&P's foundation for a successful railroad.

*Thanks to Willamette & Pacific's Bob Melbo for his patient assistance with this article. For the reader interested in the definitive history of the lines comprising today's Willamette & Pacific, Ed Austin and Tom Dill's volume THE SOUTHERN PACIFIC IN OREGON is strongly recommended. PRN*







SSW GP60 9641 leads two Rio Grande Geeps and a stack train across the high trestle at Benicia, Calif., bound for Oakland. Of late, business has been good but power availability has been short, forcing SP had to hold a number of trains for power at major terminals. Sean Zwagerman

### Demos Due In Summer

Southern Pacific is again contemplating purchasing new locomotives, doubtless spurred on by its current power shortage (see below). What is even more interesting is that this round of locomotive purchases—if in fact it does take place—will probably involve six-motor locomotives for the first time since 1980. (The newest six-motor unit on the SP roster is SD40T-2 8299, delivered in July 1980.)

Looking again for better train performance over its sawtooth profile while remaining committed to long, heavy trains, SP has no choice but to dispatch some important trains with six-motor locomotives. GP60s and B40-8s do very well on hot intermodal trains, but there's other traffic to move as well.

Both the C40-8 and the SD70 are in contention, and demonstrations of both on SP trains are expected during the summer. (GE doesn't presently have a demonstrator set, but can and does lease its latest models back from customers to show off elsewhere.) In fact, the radial-truck SD70 set, 7000-7002, will probably be polishing SP rails by the time you read this.

And don't be surprised if Morrison Knudsen joins the fray with its 5,000 h.p., Caterpillar-powered MK5000C. MK appears to be quite serious about breaking into the new locomotive market, and would obviously view long-time customer SP as a likely prospect.

SP will also undertake a \$20 million program, starting this summer, to refurbish a third of its locomotive fleet, an ef-

fort that will bring 85 new jobs to SP's Burnham Shops in Denver. There are 469 locomotives with an average age of 13 years slated for the program. Interestingly, the refurbishings are actually being contracted out to Electro-Motive Division. All work, however, will be done by SP personnel at Denver and SP facilities at El Paso, Texas, and Pine Bluff, Ark. Reasons for contracting with EMD include a savings in more than \$10 million for parts that will be supplied by EMD as part of the contract rather than being acquired by SP on a per-item, as-needed basis.

### Still More Leased Power

Leased power is once again surging onto the SP. A dramatic shortage of serviceable units left SP with no alternative but to call on lease brokers for more locomotives to fill the gaps: trains all over the system were being held for power.

Among the recent additions to the lease fleet are about 10 former Norfolk Southern high-shorthood SD45s from Helm Leasing. Twenty SD40s and eight C30-7s wearing Conrail colors are also now on-line. SP has also acquired 35 assorted units from Helm, including ex-CSX GP38s, a few SD40s and at least four GP40s in various paint schemes. Also leased are 10 ex-BN C30-7s, a number of ex-AT&SF B36-7s, 15 ex-IC SD40s, and 17 GATX SD40-2s. Twenty Union Pacific SD40s and SD40-2s are also on the property with a "high reliability" guarantee that UP will trade a good unit from its own fleet if one of the loaners fails. Watch for Amtrak GP40s as well. Ap-

parently they didn't work out well in passenger service, so they've been thrown back onto the lease market. SP had 10 of them as of early May.

Finally, Helm is leasing nearly 30 ex-CSX GP38s to SP. Most of these have already received a quick splash of paint to change their formal identity to HLLX, but the leasing company apparently plans to rebuild all of them—one at a time, presumably—with the eventual intention of selling them to SP.

Denver continues to be plagued by motive power shortages. A significant percentage of assigned power out of Denver's North Yard comes from the ranks of newly released locomotives from nearby Burnham Shops. If there are delays in releasing shopped locomotives, then the trains awaiting those locomotives are delayed, too.

Just when the extinction of Denver & Rio Grande Western SD45s was thought to be in sight, a large group reentered SP revenue service. Noteworthy was D&RGW 5333 leading the MEEUM (Medford-Eugene manifest) through Oregon. Not to be overlooked, however, were D&RGW 5317, 5322, 5325, 5326, 5328 and 5331 noted in service in mid-April assigned to various SP operations . . . Motive power involved in the derailment at Yoncalla, Ore., has been moved. SP 8536 was railed and taken west to Sutherlin, Ore. SP 8541, 7362 and 7309 were taken east to Drain, Ore., where they remain awaiting inspection by motive power officials from Denver as to the units' final disposition. Of the three units tied down at Drains, SP 8541 seems to be the only one not repairable.

### Operational Changes

There have been changes in SP's operations in Oregon lately, including a directive to run short eastbound manifests to avoid using helpers wherever possible. Included in these revised operations are RBEUM (Roseburg-Eugene manifest) and MEEUM (Medford-Eugene manifest). Local operations between Eugene and Roseburg have been cut back as well, with only the Yoncalla Local and Rice Hill Rocket normally working.

In SP's Rocky Mountain Region, eastbound RVASQ/RVNSQ (Roseville-Alton & Southern/Norfolk Southern Quality) have replaced ultra-hot RVCHX (Roseville-Chicago express), OADVF (Oakland-Denver forwarder) has replaced OAGJF (Oakland-Grand Junction forwarder), and EUCHQ (Eugene-Chicago quality) has replaced EUCHX (Eugene-Chicago express). Westbound, CHOAF (Chicago-Oakland forwarder), CHROT (Chicago-Roper trailers) and ASROM (Alton & Southern-Roper manifest) are now dead operational symbols, having been replaced by multiple sections of ultra-hot KCOAF (Kansas City-Oakland forwarder). Less time-sensitive traffic is now moved west in multiple sections of



KCRVM (Kansas City-Roseville manifest).

Westbound forwarding into Kansas City is handled by ASKCM (Alton & Southern-Kansas City manifest) and CHKCM (Chicago-Kansas City manifest). Dead westbound tonnage is moved in the following sequence: ASPUM/KCPUM (Alton & Southern/Kansas City-Pueblo manifest) into Pueblo, Colo., then continued west as PUEUM, PUROM or DVRVM (Pueblo-Eugene, Roper, or Denver-Roseville manifest). Between Roper and Roseville westbound dead tonnage is moved as RORVM.

Now, one might infer from these changes that reclassifying run-throughs at Grand Junction Yard is being eliminated as a means of expediting tonnage across SP's Central Corridor. It should be noted that Grand Junction is not being phased out as a major reclassification point, however, as its role in moving both loaded and empty unit coal trains continues to increase. One can expect to find the following unit-trains in at Grand Junction on a regular basis: ARESC (Arco-East St. Louis), ARATC (Arco-AT&SF), ARLHC (Arco-Long Beach Harbor), TCICC (Terror Creek-Illinois Central), TCBNC (Terror Creek-Burlington Northern), TCESC (Terror Creek-East St. Louis), CVCRC (Converse-Conrail) and SNECS (Skyline Mine-East St. Louis).

Traffic continues to grow on the Kansas City-Chicago corridor via trackage rights over the Burlington Northern. Especially worthy of note is the increase in unit grain operations. SP has been pushing hard to attract grain traffic and the effort is beginning to pay off, especially in transfer loads from Soo destined for points in Texas. Included in the unit grain traffic to the South and Southwest are KCCGG (Kansas City-Casa Grande, Ariz., grain) and HODHG (Houston-Dalhart, Texas, grain).

### Coal Traffic Expanding Through L.A.

Even though the future of the Alameda Corridor project is shaky at best, the Port of Los Angeles is beginning a two- to three-year construction project to expedite its handling of unit coal trains for transloading into export vessels. Much of the export coal will be delivered to the port in unit-trains originating at on-line mines in Utah and Colorado. Routing will bring most of the unit trains into Provo, Utah, then to L.A. via UP's Los Angeles & Salt Lake line. However up to 25 percent of the traffic will be routed over a much longer all-SP route via Donner Summit. One of the importers of the coal, Japan, is totally committed to increasing its imports of Western U.S. coal as a way to help reduce its trade surplus.

### Of Bridges Long—and Wide

In Northern California, SP's Dumbarton Bridge, stretching across the southern reaches of San Francisco Bay and connecting Hayward with San Mateo County, may be sold. In early April, San Mateo County Transportation Authority agreed to buy the structure from SP. The bridge, built in 1909, was last used for freight service in 1982

and is presently out of service. Although Caltrans has agreed to help with the purchase, all loans ride on an agreement between San Mateo, Santa Clara and San Francisco counties, who feel that SP has overestimated the value of the bridge. Caltrans has appraised the structure at \$6.9 million; SP is requesting \$12.7 million. With a letter of intent to purchase the bridge in place, however, all parties have until December 1994 to agree on a final price.

As part of the fallout from the Dunsmuir derailment that spilled toxic materials into the Sacramento River, SP has proposed building a multi-million dollar replacement bridge at Cantara Loop. The proposed bridge would be 230 feet wide (the present bridge is only 16 feet wide) and would include a catch area for derailed cars and a drainage and containment tank to catch any spilled dangerous materials. SP spokesperson Mike Furtney noted that SP would like to initiate construction of the proposed structure as soon as possible.

### Cheaper To Fix 'Em

At one time, if a newer locomotive was severely damaged in a wreck, chances were it was scrapped and subsequently replaced. Not anymore. Unless the insurers and lenders all come out to the wreck site and walk away shaking their heads, wrecked new locomotives generally receive heavy rebuilds; even the hundreds of thousands of dollars spent at MK or VMV is cheaper than "totaling" a \$1 million-plus locomotive.

Case in point is Cotton Belt-owned GP60 9710, built in May 1990 and wrecked Jan. 20, 1993, in a collision on the BN at Eola, Ill. The lender apparently could not afford to simply take an insurance settlement and write off this locomotive, despite heavy damage. As is the case with most time purchases, the amount eventually paid far exceeds the builder's original price tag—and in hard times no lender wants to forego that future income. As a result, wrecked 9710 recently showed up at VMV's Paducah Shops for a complete damage assessment and repair estimate. In a few months, a repaired 9710 should be out on the road again.

Even less costly rebuilt units have gone through similar treatments. GP40R 7294, rebuilt (from CSXT 6707) for SP by Morrison Knudsen, was wrecked and burned at Procter, Ark. Damage was so intense that a new frame was required, but it was important to get the unit back onto the revenue roll. Accordingly, in February 1992, MK salvaged usable pieces, applied them to a replacement frame from CSXT 6811 and handed back to SP a reincarnated 7294, illustrating the lengths SP will go in order to please its equipment-trust lenders.

### Notes: Bikes in the Tunnel?

Denver's Moffat Tunnel Commission is considering proposing an operation to ferry cars and tractor trailer trucks through

the Moffat Tunnel via the SP as a way to reduce traffic congestion over the area's Continental Divide passes. Spokesperson Byron Johnson proposed a one-way charge of \$5 for cars and \$15 for trucks. Each vehicle's driver and any passengers could ride in passenger cars associated with the ferry operation. A further addition to the proposal was allowing bicycles to be ridden through the tunnel when the ferry operations were not inside the bore. The tunnel commission voted unanimously to study the proposal. Not mentioned, however, was the fact that SP's thoughts on the usage of tunnel might not be in sync with those of the commission. It might be suggested that perhaps the commission should consult with SP prior to continuing with the proposal.

This past season's operation of D&RGW's *Ski Train* had an odd twist. An SP field memorandum noted that everyone on the *Ski Train*, including employees, had to have a ticket. It was further stated that there was no provision for free transportation on the train, period. It was not noted as to whether employees were required to purchase their ticket in order to accomplish operation of the train.

SP has made available Style "B" semaphores for donation to museums. These are coming from a signal upgrade project in Oregon. Additional information is available from: SP Style "B's," P.O. Box 1304, Golden, CO 80402-1304

### Where Are The Hot Spots?

Those of us who railfan in the West can recite from memory the places to go to find lots of SP action. We can tell visitors about Tehachapi Loop, Cajon, Pepper Avenue Bridge, Dolores, Antelope and Beaumont. But how about places other than California? Where are the choice sites for seeing a number of trains (or at least movements) from sunup to sundown? Kansas City? Memphis? Dallas? Send your findings to our address on the masthead, and we'll begin to take note of some of those SP hot spots that might be presently unfamiliar to some fans.

*Thanks to S. Coons, H.W. Farewell, G. Ray Hound and SP Transportation Co.*

## "Q" - Connections

### Another new video from A&R!

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After barnstorming the Midwest in early April, CP Rail System repaints SD40-2s 5514 and 6607 have settled into more mundane service. Here, the two units are seen on a Humboldt Transfer at Humboldt Yard in Minneapolis on April 20, 1992. Steve Glischinski

### Continuing Negotiations with CP Rail's Competitors

Indicative of the competitiveness of the largest rail carriers in North America, CP Rail is currently embroiled in a series of negotiations with its connections. As previously reported in *PRN*, CP will demand protective conditions as part of Union Pacific's application to take control of Chicago & North Western. Specifically, the Kansas City-Polo, Mo., trackage rights between Soo and C&NW and a crossing pact in effect at Clinton, Iowa, will be impacted. The change in terms would allow Soo to transfer interest in the trackage (which stifled the proposed sale to Southern Pacific) as well as to handle traffic moving over the corridor on the account of other carriers.

CP and Burlington Northern have locked horns in court over the ability of BN to move CN haulage business over CP and BN's paired track between St. Paul and

Hastings, Minn. While CP cites a 1902 agreement between predecessor carriers Chicago Burlington & Quincy and Milwaukee Road, BN has launched a preemptive court challenge stating that it never approved Soo's acquisition of Milwaukee Road rights in 1985. BN has further opined that the CN agreement deals with long-haul intermodal traffic that should not be viewed as "predatory" on the part of CP.

### Engineering Project Report

In a major project aimed at providing better access for doublestack service, CP reported it had spent C\$15 million to enlarge 47 tunnels and two snowsheds in British Columbia as well as to improve one bridge in northern Ontario. The 18-month project was completed in late December 1992, and allows regularly scheduled intermodal service for customers between Vancouver and Eastern Canada. With the completion

of the Tunnel City, Wis., project, CP hopes to expand service to the Midwest in coming months. CP claims that it will have the quickest, most-direct doublestack service of any North American railway between Vancouver and Chicago.

In a major financial commitment to bolster access to the Port of Boston, the State of Massachusetts plans to spend \$158 million, including \$142 million from bonds, to provide doublestack clearances for rail lines throughout the state. CP Rail will benefit from \$53 million in funding for the upgrading of Guilford's Springfield Terminal subsidiary from Fort Devens to Mechanicsville, N.Y. On April 6, Guilford opened its Fort Devens facility, heralding the formal beginning of 38-hour intermodal service between Boston and Chicago via ST, CP (Delaware & Hudson) and Norfolk Southern.

In track-related news, CP expects to invest slightly over C\$165 million in roadway projects during 1993, including 124 miles of new rail and 68 miles of relay rail . . . As of mid-April, the new connection between CP and Indiana Southern at Elnora, Ind., is nearly completed, with the installation of one switch remaining to make it fully usable . . . With the frost finally out of the ground in the northern prairies, Soo has begun heavy track work in the vicinity of Harvey, N.D. In anticipation of continued traffic growth through the Portal Gateway, track forces are working east toward Valley City, N.D., as well as west toward Minot, N.D.

### Competing from Vancouver-Chicago

In an effort to keep pace with the CN/BN cooperative venture between Vancouver, B.C., and Chicago, CP has inaugurated eastbound symbol 580 to provide single-carrier service in that corridor. Service began the last week of April, with very short trains of run-through manifest business spotted. The first 580 traveled through the Twin Cities on April 29, with SD40-2s 5631/5755 leading a meager 15-car consist. After a mainline crew change at St. Paul Yard, the hotshot took off for Bensenville.

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Motive power assigned to date has been a single or pair of CP and/or Soo SD40s or SD40-2s. The largest train reported thus far was 23 cars. CP expects to use this symbol to develop doublestack service, potentially on a coast-to-coast basis between Vancouver and Boston/New York/Philadelphia.

CP and BN have joined forces on a new unit coal train destined for Muscatine, Iowa. The trains are symbolized JJ396/397 while on BN, originating at Buckskin Mine in the Powder River Basin. The first train was unloaded in Muscatine on March 15, interchanged to CP at Ottumwa, Iowa.

CP has made a number of scheduling changes between Chicago and St. Paul, reflecting plans to downgrade its Bensenville Yard and better utilize the Pig's Eye Hump in St. Paul. International symbols 560 and 561 no longer operate east of St. Paul, replaced by symbols 204 and 205 respectively. Traffic originating out of Chicago on 205 is now run to St. Paul for classification into various international schedules operating via Portal or Noyes. The schedule of Chicago-Superior, Wis., train 201 has been moved ahead, now arriving in St. Paul between 1 a.m. and 3 a.m., and departing in mid-morning for the DW&P interchange at Pokegama.

Due to heavy rains and late melting snows, the former Milwaukee main at Reeseville, Wis., was closed due to flooding for portions of April 24 and 25. Most freight traffic was held in St. Paul, Chicago and Milwaukee, although Ford train 425 was detoured via the BN and the eastbound *Empire Builder* was turned at New Lisbon, Wis., to La Crosse and passengers were bused to Chicago.

### Equipment News

Soo is acquiring a group of leased covered grain hoppers recently returned to their owner by BN. Cars in BN's 470000-series are being inspected and restenciled into the Soo 112000 series. A block of 19 such cars was spotted at the former Maryland Avenue Yard in St. Paul on May.

CP is apparently interested in acquiring 100 reefer boxes for moving perishable traffic on its long-haul doublestack trains. Although CP has ordered five containers from Stoughton, constructed with fiber-

glass reinforced plastic composite, the majority of the order may go to Great Dane.

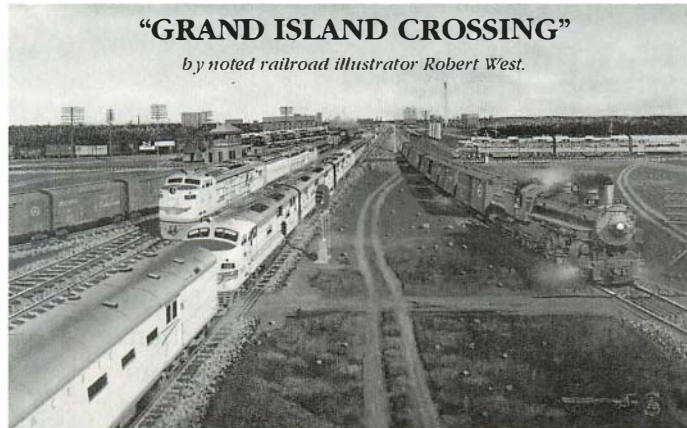
### New Paint Scheme Spreading

Repainting of CP's motive power fleet is progressing at a healthy clip, with most work taking place at Ogden Shop in Calgary. As of early May, 11 units have been spotted in the new scheme, including SD40 5514 and SD40-2s 5415, 5475-5479, 5877, 5878, 6034 and 6607. The 5475-class units are a high priority as they constitute the 3244-3254 series ex-NS high-nosed units acquired last year. Locomotives 3245, 3252 and 3254 were the only black units in service (all on D&H) as of early May. A D&H GP38 was also on hand at Ogden for repainting into the new red image at this writing . . . In addition to painting locomotives, Calgary will also be performing overhauls on 25 Soo SD40, SD40A and SD40-2 units. Units 739-741, 752, 755, 776-780, 783-786, 789, 6400 and 6403-6411 will be shipped to Canada over a one-year period for upgrading. The SD40 and SD40A units

will be updated to Dash 2 specifications and will receive the Q-tron package. The 10 current SD40-2s in the program will receive the Q-tron modification as well. There is no word as to whether the units in the 739-784 slot, which presently lack dynamic brakes, will receive that upgrade during this shopping. Units 779 and 6407 were being overhauled at Calgary during mid-April.

Six-axle MLW units remained common between Montreal and Chicago during April. Forty-five of 56 active units were in service during that period, with a few sightings on Toronto-Winnipeg trains as well . . . Soo continued its lease of private power into May, with the return of the nine BN GP20Cs in mid-April. Eight HLC SD40-2s in the 6300 series were being cycled through the AMF shop in Montreal for overhaul and paint, while the trio of NRE SD40-2s in primer paint and EMD SD35s 1554 and 1565 were running. The SD35s are used as surge power, often operated for fewer than 10 days and parked again for a short period.

*Thanks to Mike Cleary, Nelson Enrietto, Fred Hyde, Pete Johnson, THE MIXED TRAIN, PROGRESSIVE RAILROADING and TRAFFIC WORLD.*



Immediate release of Jelsma Graphics' first print, depicting the crossing of the Union Pacific and Burlington railroads in Grand Island, Nebraska in June 1954. It's 7:00 a.m., the sun is starting to rise as several trains converge at the junction. The westbound "City of San Francisco" is running late, while an eastbound C.B.&Q. Zephyr is waiting for a green signal. Printed on 80 lb, Saxony, Loe embossed paper, mailed in round shipping tubes.

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## End Of The Line

The end of regular narrow-gauge passenger service on the National Railways of Mexico (FNM) occurred with the March 14 arrival of mixed train 330 at Tezuitlan, Puebla. The train was powered by G8-As 5410 and 5412 leading a consist of three coaches, two freight cars and a caboose. A crowd of about 800 persons blocked the tracks in Tezuitlan to protest the service abandonment. The train was terminated in Tezuitlan and the last run of train 329 to Oriental was annulled. The standard-gauge connecting trains between Oriental and Puebla continue to operate. The Puebla-bound train has been rescheduled to provide a better connection with Veracruz-Mexico City train No. 101.

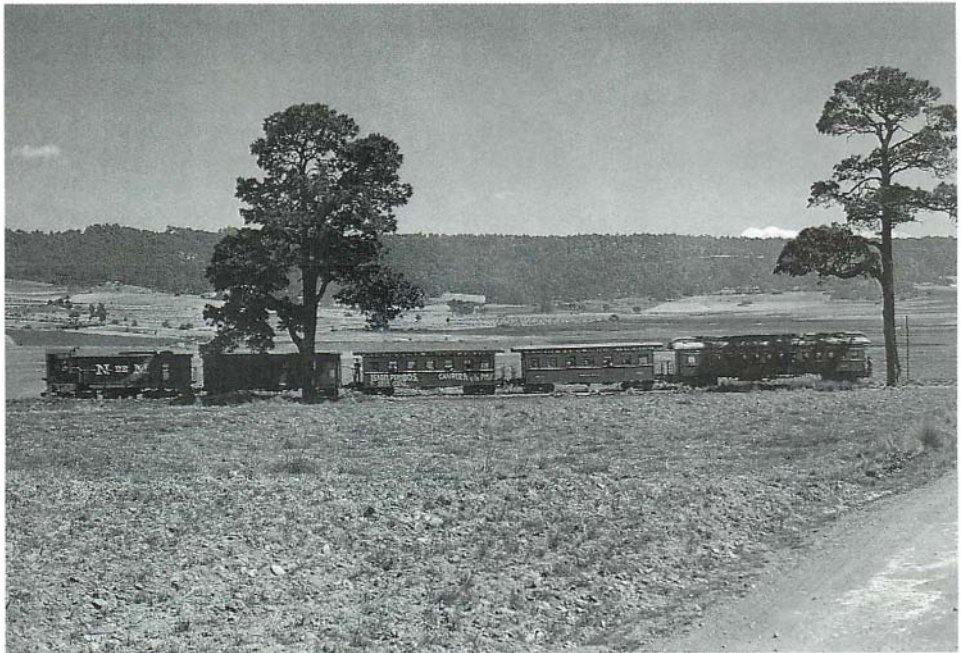
The 90-kilometer line between Oriental and Tezuitlan represents the last segment of a network of more than 3,000 miles of narrow-gauge track that once served Mexico. The railroad was completed to Tezuitlan in 1899 by Ferrocarriles de la Sierra Norte de Puebla to serve the copper mines in the area. The line was taken over by the FC Oriental de Mexico (Mexican Eastern, OM) and this line in turn was operated by the FC Interoceanico until the government combined the lines into what became the National Railways of Mexico.

The future of the lines is unknown. Visitors to Oriental two days after the last passenger departure found the shop forces at the small enginehouse still maintaining the fleets of narrow-gauge locomotives. However, moving freight between the narrow- and standard-gauge cars is done by manual labor, thereby inefficient. Soon, another example of railroading from a past era will perhaps fade into history.

## Mexico City Passenger Service

Passenger train arrivals and departures at Mexico City's Buenavista Station have decreased with FNM's current program to reduce the cost of passenger service. The elimination of most of the express traffic has also been a factor in train reductions. Notable trains that have been discontinued are the Pachuca and Puebla mixed trains, as well as the overnight Guadalajara coach-only train. *El Tapatio*, *El Regiomontano* and *El Jarocho* are the only trains with sleeping cars and no trains operate with dining cars or lounges. Name trains, plus trains 1 and 2, have special first-class coaches and some run with second-class coaches. There is only one class of unreserved coaches, second class.

During March 1993, the Monterrey and Guadalajara trains were observed with five sleepers and two or three coaches. Most trains run without baggage or express cars. Local passenger trains run with one or two coaches.



Train 132 rolls through Oyameles, Mexico, on Feb. 21, 1991. On March 14, 1993, FNM ended the last regularly scheduled narrow-gauge passenger service in Mexico with the running of mixed train 330 over this line. The future of freight service on the route is also dim. Clifford Prather

## Super 7 Rebuilding at Empalme

The Empalme, Sonora, shop has been rebuilding some of the former Pacific General Electric locomotives into Super 7-30C units from GE-supplied kits. The following are the first 15 units completed, (former numbers in parentheses): 14055 (413), 14056 (412), 14057 (418), 14884 (404), 14085 (452), 14086 (409), 14058 (416), 14059 (414), 14065 (407), 14066 (406), 14067 (403), 14087 (417), 14088 (449), 14097 (415) and 14098 (426).

The 400-series GEs included the following models: 401-408 were U30Cs, 409-418 U36Cs, and 419-463 C30-7s. Another 20 units are scheduled for rebuilding, with the 402 already stripped. The rebuilt units carry a construction number that consists of the unit's five-digit number followed by a hyphen and the three-digit former unit number.

The shop has rebuilt two damaged Super 7s, 14035 and 14037, with kits from GE. Additional completely rebuilt units not in the Super 7 program are C30-7s 429, 463, 11117 and 11124, RS-11 7219, U23B 542 and Cementos Portland Nacional RS-11 No. 2. The 542 is painted in a gray-and-blue scheme.

## Shorts

The first barges loaded with railcars have moved between Galveston, Texas, and Coatzacoalcos, Veracruz. Operated by Protexa Burlington International, the first shipment consisted of 108 cars of soybeans and sorghum. Burlington Northern is sup-

plying locomotives to switch the cars at the Mexican port. There are plans to expand the service to three other ports: Altamira, Veracruz and Progreso . . . The cost to repair the flood damage to the line south of Nogales was about \$2 million dollars . . . Seventy-one locomotives are scheduled to be rebuilt during 1993 . . . \$300 million dollars in private investment is expected in 1993.

*Thanks to Bill Farmer, Ed Von Nordeck, FLMSIES, Fred M. Springer and Orlo Elfes.*

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Tucson's Old Pueblo Historic Trolley debuted on April 17, 1993. On its inaugural run, cars 10 (an ex-PE single-truck Birney built in 1918) and 255 (a 1953-built Osaka car) trundle down University Avenue on rails uncovered and restored by volunteers. Marie Herlihy

### Los Angeles

**FUNDING THREATENED** ■ California's deepening recession, which has already hit other government programs from police protection to welfare, is likely to take its toll on this area's ambitious transit construction program. L.A. County must dramatically scale back its 30-year transit plan because of a \$20 billion shortfall caused mainly by a sharp decline in sales tax revenues. Only the 21.7-mile Red Line subway may be spared, because about half its funding comes from federal matching funds.

There may be cuts or stretchouts in the balance of the \$183 billion construction scheme, but it will take months for a clear picture of the potential damage to emerge. The bad news was delivered by

the county's new transit chief, Franklin White, who heads the MTA, the new entity that combines the RTD bus system and the LACTC planning and construction agency.

The new agency faces an unprecedented shortfall of \$550 to \$650 million in the next fiscal year alone. Sure to be debated is whether to go ahead with the Blue Line light rail line from downtown to Pasadena, on which so much planning has been lavished and for which the county purchased an entire division of the Santa Fe Railway for right-of-way.

Chances are, money will be found to get this project going, but it may be stretched out, and further light rail proposals such as the branch to Glendale-Burbank, and to the University of Southern California, may be shelved until the economy gathers steam. Another like-

ly target is the multi-million dollar electric trolley bus program. The debate over financing L.A.'s new rail transit empire promises to be furious.

### Honolulu

**TRY, TRY AGAIN** ■ Mayor Frank Fasi, whose relationship with the Honolulu City Council has been testy in the best of times, says he'll hold a voter referendum on his plans to raise the excise tax by one-half percent to pay for a \$2 billion elevated rail transit line. The council twice rejected the idea by 5-4 votes and so the project was feared dead despite the award last year of a turnkey contract to AEG Westinghouse to build the 16-mile line and supply 45 articulated cars for it.

### El Reno, Oklahoma

**IT'S A START, ANYWAY** ■ Officials of this town of 15,000 west of Oklahoma City have requested a federal grant to uncover the ancient Oklahoma Railway Co. interurban tracks in the downtown streets. Trolley service was abandoned in 1946. The idea is that this would be a first step in establishing a tourist trolley line linking the old Rock Island depot with the business district.

### Seattle

**RAIL PLAN READIED** ■ A draft system plan, to be finalized this summer, recommends 40 miles of commuter rail between Seattle and Tacoma, an 88-mile regional rail transit system to be built by 2010 (including 14 miles in tunnels), and \$1 billion worth of transit centers, park-and-ride lots, maintenance bases and bus improvements.

The current proposal is estimated to cost \$9.3 billion, including \$6.2 billion for rail. Planners assume that federal matching funds would supply one-third, with two-thirds to come from voter-approved

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local taxes. Conventional wisdom is that the voters won't go for it, and that perhaps a much smaller plan might have a better chance.

Straws in the wind do not provide a lot of hope. One of Seattle's two major newspapers is against building rail, the other is lukewarm. The state legislature did not approve Gov. Mike Lowry's plan to extend the state sales tax to gasoline to provide a mass transit funding source. And Seattle voters in the past have vetoed major rail transit funding.

One positive note is that Metro will spend \$17 million to convert the busy No. 70 route to University-Eastlake to electric trolley buses. The project should be complete in two years, after which Metro hopes to expand ETB service elsewhere.

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## Denver

**DIRT FLIES ON LRT LINE** ■ Several construction projects are under way on the Denver MAC light rail line. An electrification contract was awarded in February and street reconstruction and utility relocation is progressing in downtown Denver. Crews have begun building the Cherry Creek bridge located just north of the South St. bridge near Auraria, and an old steel plant was demolished to make way for a bus/light rail transfer center at the south end of the line near I-25 and Broadway.

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## San Jose

**CORRIDOR PROGRESS** ■ The final environmental impact and preliminary engineering phase for the 12.4-mile light rail extension to Mountain View and Milpitas has been completed. May marked the beginning of the \$60 million final design phase, which will take about two years. Construction and procurement will cost about \$300 million and construction could begin as early as 1994 with an opening scheduled for 1997.

Alternatives analysis and state EIR on the six-mile Los Gatos line proposed for the SP's Vasona Branch have been completed and preliminary engineering can begin once final funding approval is secured.

Officials continue to tinker with ideas for further LRT expansion. The South San Jose Corridor is a 5.5-mile line that would follow the east-west section of Capitol Expressway between Eastridge and the existing Guadalupe Corridor. The Stevens Creek-Alum Rock Corridor is a 16-mile route from the Alum Rock area of San Jose to the junction of Route 95 and Stevens Creek Boulevard near DeAnza College in Cupertino. This would revive a former Peninsular Railway route abandoned in the 1930s. Then there is the 6.7-mile Sunnyvale-Cupertino Corridor connecting the future Lockheed Station on the Tasman Extension south to downtown Sunnyvale, reaching the Sunnyvale CalTrain station. No real studies have been started except for the Sunnyvale extension.

TA hopes to begin preliminary engi-

neering studies for either double-tracking the Almaden Spur or adding storage tracks at the junction with the main line.

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## Sacramento

**RAIL FUNDING APPROVED** ■ Regional Transit will get \$7.2 million in Proposition 116 bond money to help pay for acquiring rights-of-way for the planned Antelope and Folsom LRT extensions. These will be the next rail lines to open.

And the draft federal budget contains \$1 million for planning a new light rail line from downtown Sacramento south to Calvine Road, perhaps along the Union Pacific main line.

There's been a proposal to have the well-heeled Sacramento Municipal Utility District take over Regional Transit which, like most transit agencies, has suffered funding cuts. SMUD is said to be interested, and for an interesting reason. By promoting and helping fund an expansion of light rail and the projected electric trolley bus network, SMUD could acquire clean air credits to use in securing state approval to build power plants that contribute to pollution.

---

## Dallas

**TRANSIT MALL WORK STARTS** ■ The \$44 million light rail transitway along Pacific Avenue in the west end of downtown Dallas is under construction. All trains on the starter line between Park Lane and Oak Cliff will traverse this surface section. Meanwhile, DART faces an extra cost of as much as \$75 million to clean up toxic sites discovered along the right-of-way, especially in the former Santa Fe Railway freight yard which DART will use for its maintenance base.

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## Portland

**NEW LINE NOMINATED** ■ Metro council has voted to begin planning and feasibility studies on the Willamette River corridor, combining a line south to Oregon City and north to Vancouver, Wash. The north-south route would be about 24 miles long and complement Tri-Met's current east-west LRT alignment. This follows the proposals outlined in the June PRN transit column, but indicates the possibility that Metro will try to find the \$1.6 billion it will take to build the entire corridor at the same time.

The Willamette Shore Trolley is off to a good start for the 1993 tourist season. The half-mile extension at the southern end of the line to downtown Lake Oswego was brought into use on the first day of the season, March 19. The augmented summer season began on June 1, offering three trips on Tuesday, Wednesday and Thursday and six trips Friday, Saturday and Sunday.

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## Vancouver, B. C.

**OLD RAIL IDEA REVIVED** ■ The Northeast Sector transit review committee headed by Port Coquitlam Mayor (and Vancouver Regional Transit Commission Chairman) Len Traboulay has recommended a 1996 start for commuter trains to operate along the CP Rail main line into Vancouver, from Mission through Port Coquitlam. CP stalled a plan floated in the 1970s by asking \$46 million for use of the right-of-way. Other regional politicians, including Burnaby Councilman Doug Evans, want a Skytrain extension instead.

*Thanks to LeRoy Demery, Steve Morgan, West Coast Ry. Assn., SEATTLE TIMES, Matthew Vurek, MAC, L.A. TIMES, Pat Hammett and the SACRAMENTO BEE.*

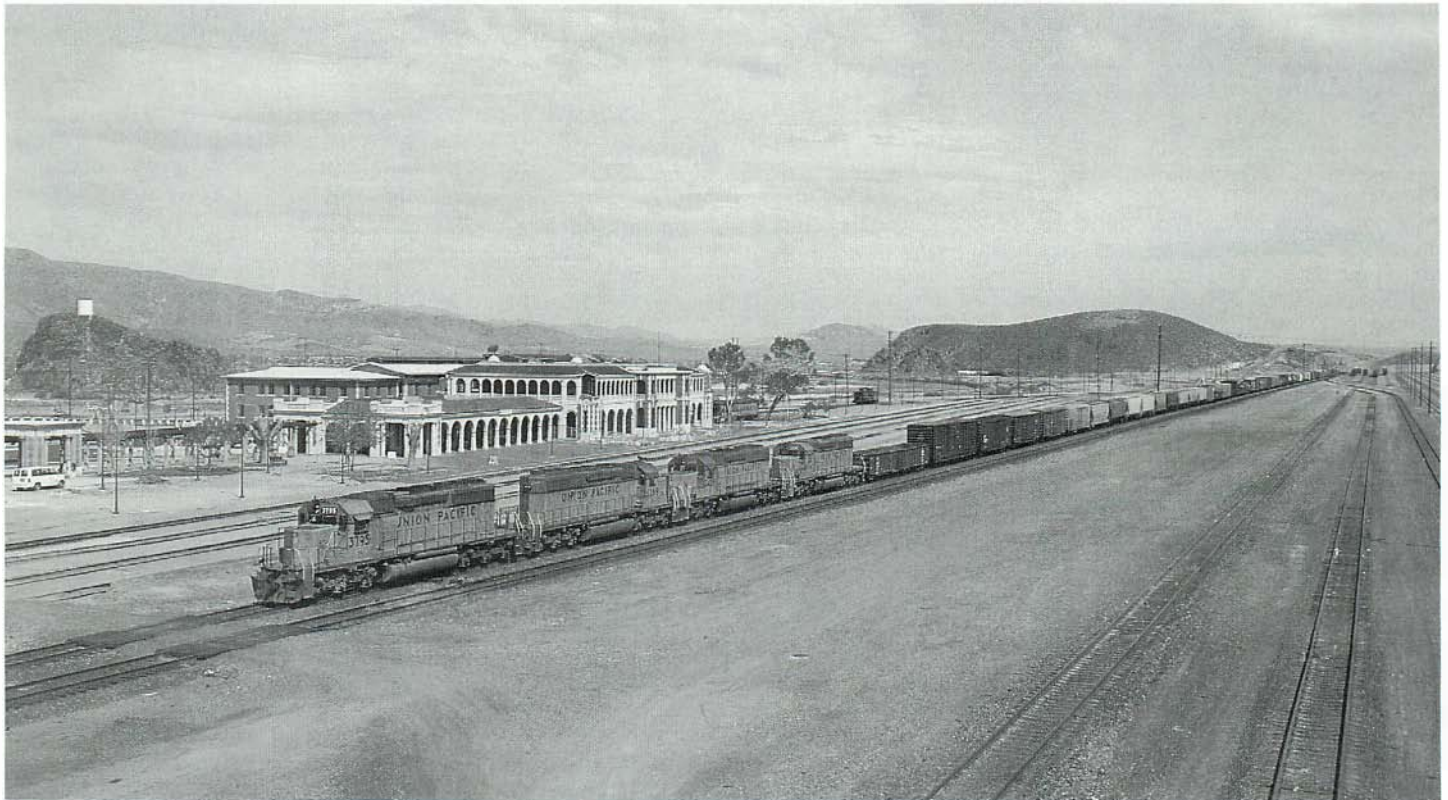
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A quartet of SD40-2s lead a westbound Union Pacific freight through Barstow, Calif., on March 24, 1992. Though it's hard to believe, in these days of the Dash 8s and SD60Ms it is not common to find a pure four-unit lash-up of the once-dominant SD40-2s on UP's main lines. Steve Glischinski

## Altamont Pass Commuter Trains Closer to Becoming Reality

Union Pacific and several local city and transit agencies announced that they had reached an agreement that could lead to the start of a demonstration commuter passenger service between Stockton and San Jose via the ex-Western Pacific main line over Altamont Pass. Due to an earlier study that showed a projected insufficient ridership if the service terminated in the Fremont area at or near a BART station, the proposal was reevaluated. It was found that by projecting the end of the commuter train run to either Santa Clara or San Jose (both stations on the CalTrain San Francisco Peninsula commuter line), sufficient ridership could be generated. Though UP is interested in starting the demonstration project by the end of 1993, there is the huge problem of working out an equitable agreement with Southern Pacific for using SP tracks between Fremont (Niles Junction) and Santa Clara/San Jose.

If this demonstration commuter service is allowed to start and proves successful, there is also interest in extending the service to Sacramento, complementing the Caltrans/Amtrak Capitol Corridor service now operating between Sacramento and San Jose. Even if the proposed UP service was extended to Sacramento, a distance of 85 miles, it would remain under the 90-mile limit placing the service exclusively in Amtrak's domain.

In southern California, Metrolink began running test trains in early April over the upgraded 60-mile Los Angeles-Riverside UP main line in preparation for the June 14 start-up of commuter service. This will be the first use of UP trackage for commuter service in the western U.S. Metrolink will operate 10 trains per day.

## Cheyenne Depot Transfer Approved

After years of negotiations and concerns about toxic contaminants on the site, the Cheyenne City/County Joint Powers Board agreed in late April to accept the latest version of an agreement with Union Pacific to transfer from the railroad the deed to the Cheyenne depot and grounds. This is a major step in the plan by state politicians, local governments and business organizations to turn the depot and grounds into the Wyoming Transportation Museum. As currently planned, this facility is to become a world-class transportation mu-

seum similar to the California State Railroad Museum in Sacramento, but will cover all aspects of transportation history in Wyoming, and also provide public display areas for some of the railroad equipment UP keeps in the railroad's historical equipment collection at Cheyenne.

This approved version of the contract contains several compromises between UP and the Joint Powers Board on the complete environmental evaluation and clean-up of the depot site. Under the agreement, if the Joint Powers Board decides upon a more expensive clean-up procedure than that offered by UP, this government board will have to pay the excess costs.

With the transfer of the deed complete, the Joint Powers Board intends to complete an agreement with the Wyoming Transportation Museum board. This board will be the agency that actually oversees the planning and transformation of the depot into a museum, as well as the operation of the museum after it is open. A joint celebration and fund raising event, Trainfest '93, is to be held on the weekend of May 21-23 in Cheyenne. It is hoped that the museum board will raise \$168,000 toward the goal of \$2 million it feels is necessary to start the planning and conversion work on the depot.

## Oklahoma to Buy Shawnee Branch

During April, the State of Oklahoma and Union Pacific were reportedly in the final

## PRN LETTERS

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SEE PAGE 7 FOR MAILING ADDRESS



stages of purchase negotiations for 120 miles of the ex-Katy, nee-Rock Island Shawnee Branch between Oklahoma City and McAlester. In September 1992, UP applied for permission to abandon 48 miles of this line. The state, which a decade ago purchased 70 miles (McAlester to Howe) of the original 218-mile El Reno-Howe cross-state line, objected.

If the state is successful in its bid, a D.O.T. official confirmed that the operation east of Oklahoma City would be turned over to a shortline operator. Local media reports indicate that Kiamichi Railroad—long rumored to be interested in the Shawnee Branch—has nearly concluded a deal with the state to take over as operator, if the sale goes through.

### Down by the Depots

Plans by citizens interested in restoring the fire-damaged Union Pacific depot at North Topeka, Kan., are rolling right along with efforts and work coordinated by the Topeka Railroad Days Inc. organization. Results have come in the form of a \$547,000 federal (ISTEA money) grant, which will be administered by the Kansas Department of Transportation. In return, the local people most come up with \$137,000—\$40,000 of which has been pledged by the Topeka City Council. In an effort to raise part of the nearly \$100,000 needed, there will be a July 31 Union Pacific excursion behind Challenger 3985 operated from Topeka to Abilene and return. Tickets for this excursion went on sale in early May and are \$125 for coach tickets and \$150 for seats in the three dome cars on the train, available from the Topeka Railroad Days Inc. at 605 S. Kansas Ave., Topeka, KS 66603. On Aug. 1, the Wichita Chapter of the NRHS will operate a similarly priced Topeka to Solomon, Kan., round trip.

In Lawrence, Kan., the city received word that \$393,000 has been set aside from the state's Transportation Enhancement Program for renovation work on the UP North Lawrence depot. The volunteer restoration work over the past years has been slow because of the lack of funding.

The Falls City, Neb., depot may not be preserved despite being offered by UP.

The city council turned down a proposed 99-year lease of the ex-MP depot in April, but then reversed itself in May with the hope that an individual would be found that would have the \$100,000 needed to move the depot to a new site, as required by UP.

Once these depots are saved from destruction, it doesn't mean that it is assured that tasteful uses of the buildings will follow. In Hastings, Neb., the former UP depot is to be turned into a restaurant and sports bar called the "Shark's Club," complete with a huge shark aquarium. In Cedar City, Utah, a plan to convert the UP passenger depot into a Godfather's pizza parlor is giving local historians heartburn.

### Motive Power News

It was to have been a rather upbeat unveiling of the freshly rebuilt A-B-A set of E9s 951, 963B, 949; in reality the event was plagued by nagging problems. Though externally in splendid condition, internal woes prevented the "Smilin' Es" from pulling some planned mid-May trips; it could even be June or July before these units will be out on the road pulling passenger specials.

There has also been some questions raised about the structural engineering done on the carbodies of each unit to evaluate the changes in placing a single prime mover in each at the center instead of the two smaller prime movers at each end as built. Inspection of the units revealed that no additional carbody side supports were added during rebuilding to take care of the centered weight.

The three units were sent back to Paducah, Ky., on May 1, for another stay and extensive repairs, including larger cooling systems.

Shorts . . . At the request of an anonymous religious group in the Midwest, UP has renumbered leased GP40 666 to 684. The religious sect objected to the use of 666 on the locomotive . . . Three units underwent relettering and repainting during trips through the Jenks Shops paint booth in April. These units were GP15-1 1596, plus GP38-2s 2233 and 2302 . . . Five more SD40-2s completed

the rebuilding process in April. Released for work were units 3141, 3177, 3198, 3211 and 3250.

### Short Yellow Items


An order for 3,600 new 100-ton covered hoppers has been placed by UP with Trinity Industries of Greenville, Pa. The first 1,000 will be built in time for the 1993 grain harvest. All 3,600 cars will be on the railroad within three years, replacing older cars that are under short-term leases . . . According to media reports, the last UP train to run on the Wallace Branch in northern Idaho operated on April 28 . . . A major manufacturer of concrete railroad ties, CXT Inc. of Spokane, Wash., announced the signing of a six-year contract with UP. During this period, 50 percent of CXT's annual production will go to UP. Approximately one-third of this total will be used in the UP track expansion programs on the Marysville Subdivision in Kansas and Nebraska plus the Blue Mountain project in Oregon. CXT will establish a shipping depot in Ogden, Utah, where the concrete ties will be stockpiled for delivery . . . UP has attempted to eliminate the FRA-required 1,000-mile freight car inspection at Salt Lake City. The railroad's petition before the FRA was withdrawn following loud protests by the union representing the 90 carmen now stationed at Salt Lake City . . . The Muskogee Port Authority is attempting a last-minute purchase of nearly four miles of the abandoned Midland Valley Branch. In April, UP had already awarded the scrapping contract for this 48-mile branch that runs southeast from Muskogee to near Stigler and the scrap contractors were proceeding toward Muskogee. Both the UP and the scrap contractors were interested in working with Muskogee Port Authority in keeping this section intact for sale. The Port Authority determined that keeping the few miles of railroad between Muskogee and Davis Field was critical to future industrial development.

*Thanks to Steve Kalthoff, George Cockle, Mike Bartles, Rick Newell, GPC-NRHS DIAMOND, NORTHWEST RAILFAN, FLIMSIES and Union Pacific Corporation.*

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# Return of the E-Units



After spending approximately \$2 million and waiting almost one year for their completion at VMV in Paducah, Ky., Union Pacific took delivery of a rejuvenated A-B-A set of E-units on April 26, 1993. A-units 951 and 949, along with B-unit 963B, all built in 1954 and 1955, emerged from VMV externally looking very much same as they did when they rolled out of Electro-Motive Division's La Grange, Ill., plant nearly 40 years earlier. (In fact, Union Pacific used Armour yellow paint chips from the 1950s to match the paint used on these locomotives.) Internally, though, they are very different. Gone are the two 12-cylinder, 1,200 h.p. 567 prime movers, twin generators and alternators, 1950s-era electrical systems and steam heat boiler, though the rooftop equipment is still intact.

What the three E9s got in return were single remanufactured 16-cylinder, 2,000 h.p. 645 prime movers (963B is also equipped with a smaller power plant to provide 480 volt HEP) similar to those found in GP38-2s; EMD Dash 2 electrical systems; a single generator and alternator; and, what is now all the rage in the 1990s, ditch lights, though they are easily removable. So, in essence, what Union Pacific has are three GP38-2s in E9 carbodies. Consequently, UP considers these locomotives as "remanufactured" rather than "restored," though the three Es and their seven-car train looked more like a 1950s-era

City Streamliner than something remanufactured as they embarked on a three-day voyage to Omaha.

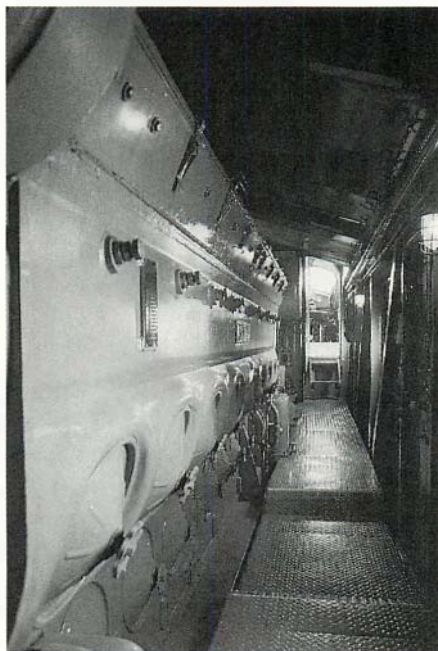
The E9s left VMV in Paducah, Ky., on April 26; I caught up with the train in St. Louis for an April 27 trip over Union Pacific's Sedalia Subdivision between St. Louis and Kansas City. Initially, we were

to run over the River Subdivision between Cole, Mo., and Kansas City, but a derailment forced us to make the entire trip over the Sedalia Sub. Union Pacific took advantage of the maiden run by sending Don Snoddy, head of UP's museum in Omaha, to shoot promotional photos between St. Louis and Omaha, and the train made photo stops at Washington, Hermann and Jefferson City, Mo.

As far as the Es' performance, it could have been better. The 951, the lead unit out of St. Louis, shut down between Washington and Hermann after it started spitting fuel oil into its crankcase, leaving the 963B and 949 to lead the rest of the way to Kansas City.

All three units tended to run warmer than they should have, which Union Pacific personnel thought could be traced

back to when the units were load tested at VMV. UP personnel said that the Es were load tested in 50 degree weather, did not overheat and were assumed to be in good working order. But, even though the units did not overheat, they did run hotter than they should have at 50 degrees and should have had their







OPPOSITE TOP: UP's three E-units pause for photos in front of Missouri's capitol in Jefferson City on April 27. OPPOSITE BOTTOM: UP's three Es each gave up their twin 567 prime movers for one 16-cylinder 2,000 h.p. 645, seen here in No. 951's engine room. Both photos INTERURBAN PRESS: A.S. NELSON ABOVE: The three Es, helped by an SD40-2 after the failure of the 951, round a curve at Nebraska City, Neb., on their way to Omaha on April 28. UP provided rides for several hundred school children on the Kansas City-Omaha leg. George Cockle

## Images OF RAILROADING

### Return of the E-Units

cooling systems calibrated accordingly. Consequently, when the units hit 70-degree-plus weather in Missouri, they ran into cooling problems. There were other minor problems with the trio and UP sent the E-units back to VMV for 15-30 days to get the bugs worked out.

But not all went wrong with the streamlined locomotives. The electrical systems performed flawlessly. And even though they are geared for 85 mph, the Es quickly accelerated our seven-car consist from dead stops and out of speed restrictions. I rode the cab of trailing unit 949 between Hermann and Jefferson City after No. 951 failed. Even with only two units on line, we still made excellent time. During part of the run, I sat on the engineer's side with the engine room door open, listening to the single 645 move through all eight notches, then stay at RUN 8 for more than 10 minutes. It didn't sound as honey-smooth as two V-12 567s, but it sounded good enough. Then I moved over to the fireman's side to

watch the Missouri River glide by, keeping an eye on the speedometer, which reached 75 mph.

I left the train in Kansas City on April 28 and boarded the *Southwest Chief* for Chicago, but the Es continued on to Omaha. Because of the 951's problems and because three cars were added to the consist, an SD40-2 was added to the lash-up to help move the extra weight on the final leg.

Even though the 601 E8s and E9s built for U.S. railroads represented standard streamlined passenger power of their day, they certainly aren't standard today. Much good should be said of those UP officials who realized that streamlined passenger power looks much better leading company business specials than freight locomotives pulled from the ready tracks and cleaned up for the occasion.

*Thanks to Don Snoddy, Mark Coles, and Tim Black of Union Pacific, and Accent on Travel for booking my Milwaukee-St. Louis, Kansas City-Milwaukee Amtrak circle tour.*

—Andrew S. Nelson





ABOVE: With the first leg of their Paducah, Ky.-Omaha trip completed, Es 951, 963B and 949 rest at St. Louis on April 26. Tomorrow, the trio will head for Kansas City over UP's Sedalia Subdivision. Rick Newton  
OPPOSITE TOP: The classic lines of No. 951 meet the more utilitarian lines of SD40-2 3458 at Jefferson City, Mo., on April 28. INTERURBAN PRESS A.S. Nelson  
OPPOSITE BOTTOM: The E-unit trio leads its seven-car train up the former Missouri Pacific main line paralleling the Mississippi River at Chester, Ill., on April 26. Paul Fries







Some years ago I paid an unannounced Saturday visit to the Chehalis Western shops southwest of Tacoma. The railroad wasn't operating that day, but its yellow-and-black locomotives were scattered around the facility, and I climbed out of the car to expose some film. No sooner had I slammed the door than a bunch of dogs came after me, barking and panting, followed by an old fellow demanding to know who I was and what I was doing there.

Satisfied with my explanation, he called off the dogs and we began to talk. It turned out he was a retired logger who had been hired by the railroad to keep an eye on the remote facility at night and on weekends. Encouraged by his recollections, I began to wax eloquent about how interesting life in the Pacific Northwest must have been when steam "lokeys" prowled the primeval forest in search of logs, in the good old days.

"Good old days?" the codger asked as he stopped and stared. "Son, things are a lot better now than they were back then." Obviously, he continued, I had never tried to cut down a tree without a chain saw, to manhandle a creaky, leaky steamer over rough temporary track, or to survive the miseries of old age without Medicare. No, he said, he'd take the present, warts and all, over the "good old days" of the past.

While the Chehalis Western has since passed on, arguing over the merits of the good old days is still a popular pastime, and the argument will go on forever because neither side can win. Proponents of the past tend to recall only those facts they find pleasing, ignoring the rest. Defenders of the present must resolve present-day problems that are too familiar to be ignored. Everyone is right to some degree, and everyone assigns differing weights to the pluses and minuses to reach a different result.

But my purpose here is to make a different argument. Someday, as ardent observers of railroading, we will look back on the mid-1990s as a high point in the industry's history. Never have I seen railroading as complicated, interesting and vibrant as it is today.

Proof? Consider the financial health of the business. Six of the seven major railroads are in strong, and improving, condition despite the lackluster economy of the 1990s. This column has already applauded the 1992 results of Union Pacific. The growth in Santa Fe's operating income is equally impressive, and Burlington Northern is turning its fortunes around after a disastrous couple of years, despite the heavy debt both carriers accumulated during the freewheeling 1980s. Even the West's weakest system, privately-held Southern Pacific, is planning an initial public offering of common stock, an indication that Wall Street sees better days ahead for the bedraggled carrier.

Reduction of freight train crews to two persons, the enduring gift of the Bush Administration to the railroads, should lead to further improvement of the industry's finances over the next few years. Buying out all of the employees made excess by this reduction has had short-term negative impacts, but these one-time costs will be more than offset over time by the diminished payrolls and health-care obligations that will result.

The railroads aren't just taking their new-found savings out of the business as profits. Instead, they are using their new, low-cost structure to grab business from the truckers. Already the rails' share of new motor vehicle shipments has climbed to 70 percent, leading some ob-

servers to predict the extinction of the long-distance trucker. Burdened by increasing costs and unhappy employees, the major truckload carriers that took boxcar freight off the rails a decade ago are putting it right back on today, in brand-new containers riding doublestack cars.

I understand that the average railfan doesn't care as much about railroad finances as he does about locomotive details and paint schemes. But even if locomotive-spotting is your game, the mid-1990s have a lot to recommend them. Thanks to the line sale phenomenon of the 1980s, there are approximately 600 railroads listed in the *Official Guide* in 1993, compared to a mere 460 in 1981. Many of the new entrants are led by enthusiastic, heads-up rail veterans who paint their diesels brightly and maintain a high profile in their respective communities. Like the idiosyncratic short lines of Lucius Beebe's day, these new lines are individualistic, interesting to hunt down and fun to watch.

On the main lines, what trainwatcher can argue with the advent of glossy Imron paint and comfort cabs? Today's spotters enjoy a profusion of new locomotive types and concepts, from natural gas-powered designs to a.c.-motored haulers to exotic European-inspired passenger units. The diversity should only increase as that master of monotony, the SD40-2, reaches retirement age later in the decade.

Even on the passenger front, there's plenty to hold your interest. Granted, Amtrak trains are often late, usually dirty and offer maddeningly inconsistent service, but at least you can still buy a ticket and ride many important main lines. For commuters and tourists, the news is almost all good. Just about every major city in the West has built a new streetcar system, or at least is planning one, and it's difficult to keep up with all of the new and proposed commuter lines. Ten years ago, who could have anticipated the rebirth of Santa Fe's Grand Canyon Branch, which had six-inch trees growing between its ties, as a fully operational steam passenger railroad? Speaking of steam, what about the amazing revival of locomotives as disparate as Santa Fe

and Spokane, Portland & Seattle 4-8-4s?

Now, the 1990s aren't Nirvana, and future prosperity isn't assured. The national rail network has declined from about 210,000 to about 150,000 route-miles over the past 25 years, and further contraction is likely, though at a slower rate. More than 300,000 people have lost their railroad jobs since 1980. Not every new carrier is doing well; we've watched Chicago, Missouri & Western go down the tubes, and don't bet on the likes of Iowa Interstate and Chicago Central & Pacific surviving long-term in their present form. As long as passenger trains remain unprofitable, governments will be tempted to scrimp on funds for maintenance and capital improvements, forcing outfits like the Chicago Transit Authority to consider abandoning rail lines. And I can't get as excited about an SD70MAC as I can over photos of long-gone streamlined diesels. Looming over the entire industry is the long-term threat that ever-tightening pollution controls will kill the coal business, without which railroads simply can't exist.

Weighing the pluses and minuses, though, I find I'm enjoying the railroad industry more in 1993 than I ever have. Someday, when market forces we can't even imagine now have further transformed the business, I'm sure I'll look back at this time and reflect that "those were the good old days." I think you will too. *PRN*

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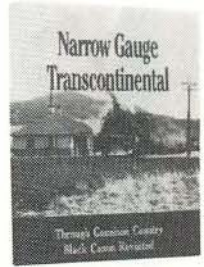
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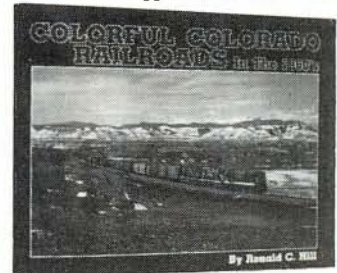
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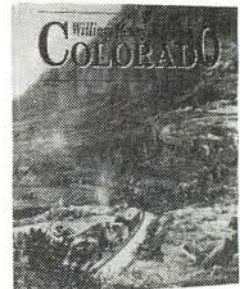
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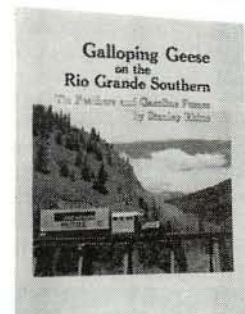
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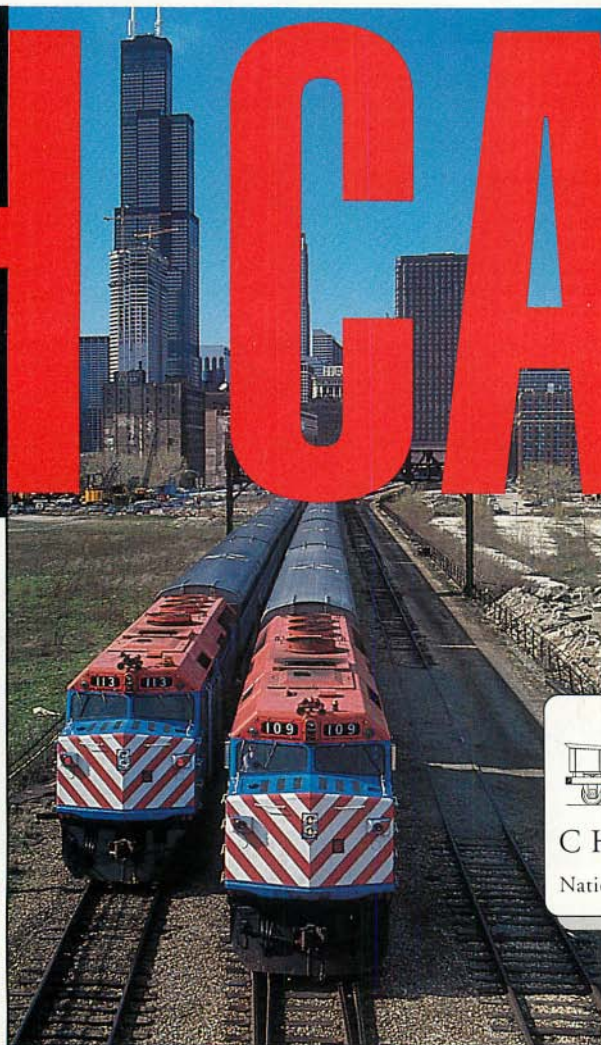


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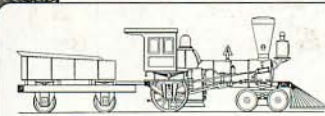
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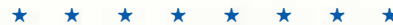
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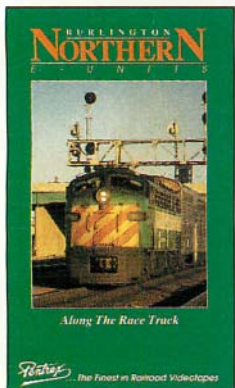
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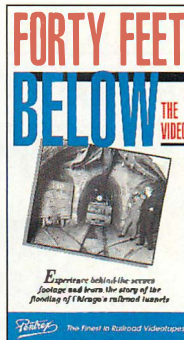
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