

# DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$10.00 for Chapter membership in addition to \$14.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July and August) at the Palmer American National Bank, corner of Vermilion and Main St., downtown Danville, Il. Meetings begin at 7:30 PM Central Time.

## OFFICERS FOR 1992

Our 24th Year

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NATIONAL DIRECTOR: R. M. Schroeder  
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MEMBER: Illinois State Historical Society  
Congress of Illinois Historical Societies and Museums

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## COMING EVENTS

**January 21, 1993**

Regular monthly meeting at PALMER AMERICAN NATIONAL BANK, DANVILLE, IL, in downtown Danville, beginning at 7:30 PM.

**December 13, 1992**

Annual Dinner at Jocko's Pizza Inn, Williams and Gilbert Street, Danville 1:00 P.M.

**December 13, 1992**

Great Midwest Train Show at Wheaton, IL. 10 AM to 4 PM, \$4.00

**December 12/13, 1992**

Indianapolis, IN. Great America Train Show at the Fairgrounds, Noon to 5PM both days, \$5.00.

**February 7, 1993**

Train Show at Terre Haute, IN, 11-4, Hulman Center in downtown. Contact Russell Curry, RR 2, Box 40, Center Point, IN 47840.

**March 27/28,, 1993**

Annual Model Railroad Show and Swap Meet at Lincoln Square Mall in Urbana, IL

**April 17, 1993**

Chicago and Eastern Illinois H. S. Annual meeting at Danville Area Community College.

**July 21 to July 24, 1993**

NRHS annual convention in Chicago. UP and NS Steam trips side trips to Union and on the South Shore.

## NEXT MEETING

There will not be a meeting in December. Our brief meeting and introduction of officers will be at the annual dinner held on the 13th. New officers were elected at the November meeting and they are as follows:

President, Larry Prosser

Vice President, Dave Sherrill

Secretary, Doug Nipper

Treasurer, Allen Cooke

National Director, Richard Schreoder

The next meeting will be held in January 1993 which will be the start of our 25th year. Last month we sent membership renewal notices with the *FLYER*. If you did not receive one please let us know. Membership expires on January 1, 1993 with renewals needed by March 1.

In this issue is the new emblem for the Chapter. We hope you like it and will order a shirt or hat listed below. We are proud of being a chapter of the NRHS for 25 years and look forward to another 25. Over the next issues there will be articles from past years. We hope you enjoy them.

We wish you and your families a Merry Christmas and a Happy New Year. We hope all of you receive the railroad item or model train you wished for. We are kids at heart.

## NEW SHIRTS AND HATS

We now have "T" shirts and hats with the Chapter's new logo on the front. Over the past couple of months we have been developing a logo for the Chapter to commemorate our 25 years of being a Chapter of the National Railway Historical Society. The logo is as shown in this issue. The 25 year banner will be removed next year so get your limited edition now.

The new dark blue hats are available for \$6.00 each and the "T" shirts are \$8.00 for members. They may be ordered from the Treasurer and please add \$2.00 for shipping. The dark blue with white logo "T" shirts are available in medium, large and X-large. Other sizes are available on request.



## FALL SHOW -1992

The annual Model Railroad Show and Swap meet is history and we wish to thank all of you that helped, even if for only a short time. We especially want to thank Chairman John High for his outstanding job considering the obstacles that he overcame before the show. John has been building a house all summer and fall and a month before the show he also received a promotion in the Danville Fire Department that increased his work load and eliminated the "free" time.

Attendance at the show was down from last year. However, all of the dealers we talked with did well and look forward to returning next year. Terry Henderson has run the show for the past several years and we found that without his help we have a few bugs to work out for next year. Publicity was below our usual level and for that reason attendance lacked. We will be holding a meeting after the first of the year for the committee members and officers to determine the shortfalls and what to do for next year. We had a lot more member participation this year and as stated, we really appreciate it.

A final total will be listed in the next issue but results so far look good.



## CHICAGO CONVENTION

1993

The 1993 convention of the NRHS will be hosted by the Chicago Chapter from July 21 to July 25, 1993. The Union Pacific "Challenger" No. 3985 to Findley Junction and the Norfolk Southern Steam Program to Ft. Wayne will provide steam action for the convention. Excursions are planned to the Illinois Railway Museum, a trip on the Chicago, South Shore and South Bend Railroad and the CTA Rapid Transit. Pre-registration is available until February 15, 1993 for a fee of \$15. The pre-registration includes all fees required to attend the convention, first class mailing of all materials and convention badges.

To pre-register please send your name, address and NRHS membership number along with a check in the amount of \$15 payable to the 1993 NRHS Convention to: 1993 NRHS Convention, P O Box 53, Oak Park, IL 60303. Remember, tickets go fast and being on the first class mailing list gives you the edge before the general mailing goes out. If attending be sure to return your order form as soon as possible.

## IC SIGNS PACT WITH MOTOR CARRIER

Illinois Central has signed its first intermodal contract with a trackload carrier.

IC made the contract with M.S. Carriers of Memphis, the nation's 13th largest truckload carrier, because "MS is the type of carrier we fit in with well," IC Chairman and Chief Executive Officer Edward L. Moyers told Traffic World magazine. "They



have a big presence where we operate."

Mr. Moyers also said that the railroad's intermodal business could double over the next five years, and "MS will be a big part of that growth." Intermodal now accounts for 10 percent of IC's volume and 5 percent of revenues.

Intermodal continues to be the railroad industry's fastest growing line of business. For the first 42 weeks of this year, the industry's intermodal volume was up 7.4 percent from 1991 totals.

*Via Rail News Update*

## DANVILLE INTERLOCKING

It has been a few months now since the interlocking was moved to Jacksonville, Florida. What has been the story since that time?

Those of us with scanners first noted that the CSX dispatcher seemed to be very cooperative. Apparently the concerns raised by Norfolk Southern at the time of cutover were addressed by CSX through making sure that the dispatcher cooperated as much as possible. That is the way it seemed at least.

However, over the last two months things have begun to change. We now hear that NS trains have more difficulty getting through. Some of this is due to signal trouble, however, much of the delay seems to be in lack of contact with the dispatcher. From the start the procedure was for NS trains to contact the dispatcher via radio on the CSX frequency of 161.52. They would call from Tilton or east of Eldan and seemed to make contact easy and had very few delays. Your editor even noted a time that a CSX train was held for NS.



Now the calls are made and much of the time there is not a reply. The procedure is to call Tilton and they in turn call via "land line" to Jacksonville. Triple Crown has been stopped several times and as you know this is the hot train on the system. Again, your editor has heard the CSX dispatcher say he is lined for a train and will run NS as soon as they clear. The westbound sits at Voorhees and waits for a train that was at Alvin, 10 miles away. Worse time are had by the yard engines trying to get into and out of North Yard. Some have spent an hour or more in the yard waiting for trains.

Recently there have been times when the train is told they have the lineup at Danville and come down the hill to find Conrail at stop while CSX is clear. Signals at Conrail have gone red in the face of trains and getting the dispatcher to answer while the town is tied up is a real chore. According to some train crews, with Tolono delays by the IC, the time from Decatur to Peru has increased several hours with some trains not making it before the 12 hours.

Will things improve? Probably not. Somewhere CSX crosses NS and with NS controlling CSX gets stuck. It all balances out. As pointed out to the city officials by some railroad personnel the citizens of Danville would suffer, and they do.

It's August and #604, one of six remaining Alcos on the BRC roster, leaves Clearing Yard eastbound through the area to be occupied by the NS intermodal yard.

*Photo by Rick Schroeder*

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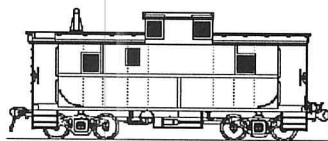
## THE 765 FINISHES UP 1992

One sad note on which to finish the season: while standing in Huntington Station between trips, Tom Stephens' 3-chime Southern Railway whistle was stolen right off the 765. Tom came out one morning to check the train and no whistle. The loss was reported to the local police, who will be checking all the local flea markets. Removing it was not an easy job and had to be done by two knowledgeable thieves using the proper tools, and working at a time between weekends when the engine was idle and the steam pressure was minimum.

The steam whistle itself is dark colored but solid brass, about 20 to 22 inches long and about six inches in diameter. On the sides are stamped the works "J.D.DAVIS" and "SOU" for the Southern Railway, and "LUNKENHEIMER" for the manufacturer. At the brass acorn nut on one side on the valve bowl, there is a small round plate

with the words "W MARYLAND" for the railroad on which it was also used. All railfans are asked to keep their eyes open for the whistle, especially other steam operators, who would be natural targets if the thieves attempt to sell it. Tom Stephens is offering a reward for its return to its rightful place on #765. You can contact him at 513-692-8487 or 7029 Alternate Route 49, Arcanum OH 45304.

*Via Dayton Ties and Tracks*



## WHEEL REPORT

**EDITOR GOOFS** Hard to believe the Editor could make a mistake. In the big newspapers you seldom see them admit a mistake and if so it is usually on the back page. Last month I told you about an article in Rail Classics that had a story about Rossville. I stated that our name was not mentioned in the article. Seems like I didn't read very well as it was pointed out by one of our members that we are mentioned twice, one in the article and once under a photo. I must have been asleep while reading.

**NEW PAINT SCHEMES** are in the making. Already out is the new CN North America paint scheme as shown recently in the railroad publications. Quite a change from the old CN paint. CP Rail announced a few months back that they would have a new scheme to bring the Soo Line and others into the CP fold. Shoreham ordered the paint in October and we should see the first units before the first of the year. In our area the only CP equipment spotted so far was a business car on the rear of Z453 in early October.

With Kansas City Southern talking merger with MidSouth the number of regionals is once again on the decline. CSX has indicated that the ex-L&N line in Montgomery is for sale. With KCS/MidSouth interested we could see the KCS reach Montgomery through Selma. The Dothan Sub is apparently going to the A&StAB. One thing going for the KCS and MidSouth merger is both railroads have basic gray.

In the new motive power department it looks like the EMD SD-70 is beginning to get some customers. Fresh from the Chicago show the #7000 is out touring the country with her sister unit. It is reported that the UP will order some SD-70's for 1993 delivery. NS is to get theirs late this fall. GE is also upgrading their C-40 fleet to 4,200 hp and beyond, look for a new model soon.

**A NEW DOUBLE STACK TRAIN** has been initiated by the Sante Fe. The train operates from Los Angeles to Kansas City where it splits into two sections, one to East St. Louis and the other to Chicago. The train handles both domestic and international traffic.

The first run was made on September 13 with the train being symbolled SLAES. The first run had three 800-class Dash 8-40-CW's on the point with three more in mid-train service. The mid-train units carried one engineer as they are not radio controlled. The train was split at Kansas City. Departure is 23:00 hours on Saturday's (*Via Flimsies*)

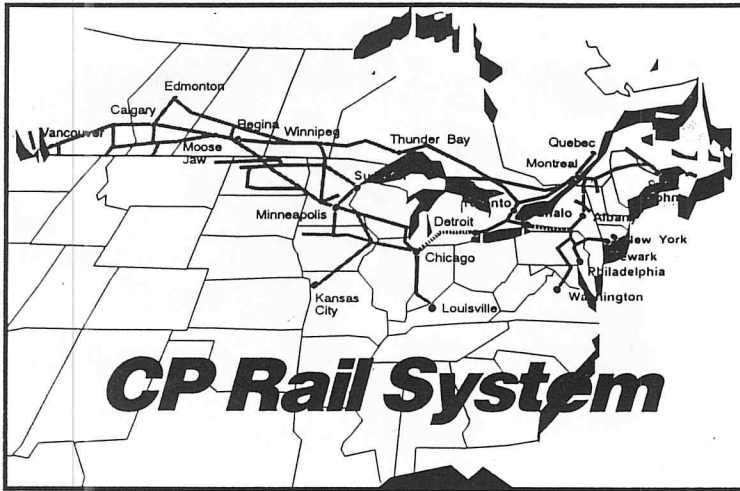
**SOUTHERN PACIFIC** is still leasing power. Units from ATSF (GE), EMD, BN, GATX, GECX and NREC are in service across the system. EMD leads the way with about 50 units leased to the SP. Some do show up in our area but most are kept out west. Repainting of D&RGW motive power continues with #3086 being one of the latest. SP units are coming out with the speed lettering on the hood. Get your photos now

because in a couple of years the SSW and D&RGW power will be gone. (*Via Flimsies*)

**LOCALLY CONRAIL** has seen an increase in business. The Diamond Star plant in Bloomington has been shipping more via Conrail and local business has improved. The INPE/PEIN still operates every other day but are heavier. Departure from Indy to Danville is Monday, Wednesday and Friday. Runs to Bloomington are made as requested by the factory with some trips bringing back 8 to 10 rack cars. Much of the fate rests on the sale of the GM plant in Tilton. With the change in management in Detroit for GM the sale, or closing, may come sooner than hoped. This plant generates a lot of business and will be a major blow to the sale of the line to a regional or shortline carrier.

**CP RAIL SYSTEM** Recent articles in this publication and others have indicated that CP Rail is bringing the Soo Line and the D&H into the system to be considered one railroad. Their North American operations will include lines in both the U S and Canada. By the first of the year the Soo motive power should begin seeing the new paint scheme that CP Rail is planning. The map (Page 5) indicates the area that CP Rail will cover in both counties. You can note that the short route from the New York area to Vancouver is through the U S. CP Rail has tried a stack train via Norfolk Southern from Buffalo to Chicago. This would bypass the long route through Canada. Presently trackage rights are used on CSX from Detroit to Chicago but NS would provide a more direct route. Look for CP Rail to expand and begin operation over NS next year.

**NORFOLK SOUTHERN** has added a equipment detector at milepost 309 between the East end of Ryan siding and Catlin. Scanners in Danville can pick up the detector and with the one located at State Line we now have one both ways to give us



notice of coming trains. NS has been adding detectors on the Brooklyn district between Decatur and Edwardsville. They now have one located about every 12 to 15 miles. Detectors on the mainlines are tied into the NS data base while those on other line are stand alone detectors.

**ALABAMA AND FLORIDA RAILWAY** has a new owner. Pioneer RailCorp has become the new owner and operator of the ex-CSX rail line between Georgian and Geneva, Alabama. The A&F becomes the sixth railroad in the Pioneer system. Others include the Alabama Railroad, Monroeville, AL, Fort Smith Railroad in Fort Smith, AK, Natchez Trace Railroad in Holly Springs, MS, Wabash and Grand River Railway in Chillicothe, MO and the West Jersey Railroad in Salem, NJ. Pioneer, whose main office is the former Sante Fe depot in Chillicothe, IL, is attempting to purchase the Danville cluster from Conrail.

The new A&F headquarters will be in a former L&N depot in Andalusia, AL. Equipment will be four locomotives along with tools of the trade. Present headquarters have been in Opp, AL. The new operator plans to operate one train each way per day.

**SOUTHERN PACIFIC** has started a newsletter for employees of the Midwest Region. The newsletter is aimed at promoting safety in the region and carries news items and a

chart of how the region is performing safety wise. The SP, like some other carriers, has a long way to go. However, they are making progress and it is to their credit how they are carrying the news to the employees.

Norfolk Southern has set the standard for safety for the past three years. The SP, like other railroads, are trying to get close to NS. The SP has made strides in reducing the rate.

**THE ILLINOIS CENTRAL** has fired two employees involved with the derailment that killed a Decatur man in September. Grover Miller was fatally injured by a falling tank car on Pershing Road. The workers failed to secure the car and it rolled into another tank car and toppled off the overpass.

## RAIL PROJECTS

Your Editor has been on the go again with company projects for Norfolk Southern and Chicago's Metra.

The Springfield relocation project has seen completion of the roadbed on the southwest side of town. On November 20 bids were let to begin track construction from the SP at Hazeldell to the NS line were it crosses under route 36. In the process the Roodhouse segment will be connected near Veterans

Parkway into the NS mainline. Gateway Western and the IC will use the NS track on their own until the east segment is constructed in 1993/94. At that time NS will control the line.

In the spring of 1993 bids will be let for construction of three tracks in the East Segment between Hazeldell and Iles Tower. NS will own the two west tracks and the SP will own the east one. High-speed crossovers will be installed just south of the present Iles site to allow crossover by SP trains. Hazeldell will be another interlocking area but with No. 15 turnouts to be used at lower speed. NS will have a double track around a curve to the west which will end west of West Grand Avenue. The existing IC track will still connect south of Iles and the IC and GWWR will use the NS track to Veterans Parkway.

Trackwork is expected to be completed by the spring of 1994 with cutover of NS and SP at that time. Iles tower will be removed during construction and a temporary interlocking installed as the SP alignment will go through the middle of the tower. Get your photos now.

In Joliet, IL Metra is rebuilding the "Wye" bridge between the SP/ATSF and Rock Island District tracks. WVP is the construction manager on the project. Two Metra trains use the bridge in the A.M. to get to the IC line and in the evening to return. I was able to spend three days on the project. However, due to rain and the fast track of the project very little time was spent watching trains.

The concrete deck has been removed from the steel portion of the bridge and the ballast from the concrete section. The track has been set on timbers and blocked in place on the 10 degree curve. With inspecting concrete for removal and replacement plus inspecting the steel time was short. In addition to short time it was cloudy and rained most of the time while I was there.

Train activity is great. The Iowa Interstate operates East about 9 AM after the Metra trains are out. Westbound they usually come through around 3 ahead of the rush. ATSF of course provides most of the traffic with 10 trains in a 7 hour period with the Amtrak on ATSF and the SP. The SP chips in with one to two and a BN coal train operates about 3 days a week to a power plant south of Joliet.

Lafayette, Indiana is going strong with the highway bridge showing the most progress. Work on the railroad portion will start soon after installation of utilities and drainage structures. The contractor is ahead of schedule and plans to cut the CSX portion over by September 1993. That will mean the end to the street running of the former Monon.

## SANTE FE 3751

As you all know by now the Santa Fe Railway operated steam from the West Coast to Chicago and return in August and September of this year. A story in a past issue of the FLYER related the sighting of the train in the Chillicothe area of Illinois.

The October issue of **SANTE FE RAILWAY NEWS** carried a story about the trip and the Santa Fe employees that rode it. Was it a success? You had better believe it. The trip operated far above the expectation of the Santa Fe management and they were pleased with the response. They have now found out what Norfolk Southern and Union Pacific have discovered when steam operates - they get publicity about their railroad.

From the thousands of railfans that shot photos of the train to the hundreds of thousands of local



people that came trackside to see the train everyone took with them images of a great railway. Every TV station along the route carried the train trip on the evening news. What better way could be found to bring the Santa Fe Railway the public.

Next year is the 125th year of Santa Fe. We ask the question before "Will the train operate?". This editor would guess that it will. What a better time would it be for the train to come to Chicago at the same time of the NRHS convention and become a part of the display before 2,000 railfans and press gathered in Chicago for the summer convention. Though the locomotive would probably not participate in trips it could become part of the display of locomotives of three of the "Super 7" railroads in the U.S.

## INDIANA SHORTLINES

The Indiana Southern has gotten rid of its Conrail GP-40's and are leasing different units, including one in its own scheme. The units include four ex-Bn GP-40's, 3074, 3076, 3080, 3084; American European Express GP-40 #2; National Railway Equipment GP-40 #6047, ex-CSX same number; and in its own scheme is GP-40 #6599, ex-CSX same number. The paint scheme is Red and Bronze. The IS is currently rehabing the Worthington-Switz City line. The rehab includes tie replacement and tamping of ballast.

News from Indianapolis Paper - Three units fell off the track at the IP&L plant near Martinsville. 900 gallons of diesel fuel got spilled into a cornfield. Units did not turn over and no one was hurt. Engine numbers are not known.

In other shorts, the Central of Indiana is down to running three days a week between Lawrenceburg and Indianapolis. This is now a Monday-Wednesday-Friday operation. The CIND has also renumbered their ex-

NS GP-35's 210 and 231 to 2501 and 2502. The units also have "Central" painted on the long hood. Ex-NS GP-30 #2572 is off the property and 2637 is stored at Kokomo. JO Tower in Seymour has been torn down and removed. And lastly, CSX is removing the welded rail between 21st street and the distant signal at Roachdale.

*Via Indianapolis Railfans*

## AMTRAK

Amtrak has increased its order for AMD-103's being built by GE from 22 to 46, with 37 scheduled for delivery during 1993 and the remaining 9 in 1994. The increase means that delivery of ten dual-powered AMD-103's will be delayed until 1994. *Via The Lake Shore Timetable.*

Senate Levels for Amtrak, if H.R. 5518 is enacted, in FY 1993 Amtrak would get \$331 million for operations, \$165 million for capital and \$204.1 millions for NECIP (of that, \$35.5 million for on-going projects and \$168.6 millions for Boston electrification).

### NEWS NOTES

"City of New Orleans" running time over 20 minutes shorter.

"Cardinal's" diner is replaced with full Horizon dinette serving preplated, Amclub meals.

The "City of New Orleans" Heritage lounge now runs Chicago-Carbondale only and the Horizon dinette has been replaced by an Amfleet lounge, which serves the tray meals and - south of Carbondale - offers lounge service as well.

On September 24, five long-distance trains left Chicago hours late, including the "Capitol Ltd." with no sleepers and the "Broadway Ltd." and "Lake Shore Ltd." with no slumbercoaches or substitutes. The headlines for September 25 Chicago Sun-Times page 3 coverage: "Mice

Foul Up Amtrak, Droppings Stop Passenger Trains in Tracks Here."

This was the most dramatic of a continuing series of incidents in which cars are pulled from trains shortly before their trips begin.

## ALL ABOARD AMTRAK

Amtrak, with help from the Food and Drug Administration is learning of new areas where mice can

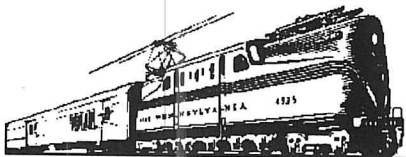
roam and which need cleaning, for example, a water-cooler-to-ceiling passageway on Heritage cars and the pocket into which doors at the ends of Superliners fit, which can only be inspected when the door is closed. (The doors normally are open during inspections.)

There is also the "salt shaker" effect, where movement of a car can shake loose old droppings and cause a car that just cleared inspection to be pulled.

### AMTRAK REAUTHORIZATION

...cleared Congress October 3 with good FY 1993-94 figures - including \$381 million for FY 94 operations - and House passed levels for new section 403(b) state supported services. The latter could remove Amtrak's current incentive to force states to pay all costs; report language gives particular encouragement to Oklahoma and Seattle-Vancouver services and limits states shares of operating subsidies for certain new routes to 45% the first year and 65% thereafter.

*Via National Association of Railroad Passengers*



## MILWAUKEE - ST. LOUIS RAIL CORRIDOR IS DESIGNATED

The Federal Railroad Administration has approved preliminary financing for high-speed passenger rail service in the Milwaukee to St. Louis and Detroit to Chicago corridor, the first of five such U.S. rapid rail corridors to be named.

There will be little immediate impact in the corridor, but the announcement makes the Midwest important in future moves toward high-speed rail service, officials say.

U.S. Transportation Secretary Andrew Card unveiled the plan at a news conference on October 15 in Detroit.

According to the plan, high-speed passenger trains would run between Detroit and Chicago and between Milwaukee, Chicago and St. Louis.

The designation commits at least \$5 million a year in federal money for grade crossing elimination work in the five corridors in each of the next six years. A study on the service between Chicago and Milwaukee will be completed by late 1993.

In a prepared release, Gov. Tommy Thompson was quoted as saying he was "excited about having the Chicago-Milwaukee corridor included in a Midwest high-speed rail network hubbed in Chicago, and pleased that the federal Railroad Administration recognizes this as a viable high-speed rail corridor for the country."

Mayor John O. Norquist also welcomed the designation. "It's great news for Milwaukee, particularly Milwaukee's downtown," he said. "This is a promising development that can bring more jobs and recreation to our city. It puts Milwaukee less than an hour from downtown Chicago."

Reduced travel time will enhance the city's image as a festival and

convention center, he said.

A spokesman for the Illinois Transportation Department said work on the Chicago-St. Louis line would upgrade existing track and facilities, but would not initially involve so-called bullet trains which can travel in the 200 mph range.

Noting that \$5 million a year is "not a lot of money" for a transportation corridor of that size, Dick Adorjan, an Illinois transportation spokesman, said, "The importance of it is getting designated as a high-speed rail corridor, because there's not going to be a lot of these around."

John Hartz of the Wisconsin Transportation Department agreed with that assessment and said that the money would not cover the kind of track and infrastructure needed to run a high-speed railroad.

"That has to come later, as you continue to improve the corridor, but it gives a boost to an existing effort," Adorjan said.

"Illinois is spending \$36 million right now to improve speeds to just 80 mph in the 300-mile Chicago-St. Louis stretch, a three-year project to put in continuous welded rail. It is first-year work in a 10-year plan."

The other corridors are expected to be named by the end of October.

"One of the things Missouri, Michigan, Wisconsin and Illinois did right was get together and present this as a package," Adorjan said.

*Via Wisconsin Chapter via Milwaukee Journal*

## AMTRAK

### St. Louis-Chicago Track Work

Phase II (1991) of a multi-phase \$36 million track rehabilitation project between Joliet and Granite

City was recently completed. Phases I (1990) and II of the project have provided over 120 miles of continuous welded rail between Joliet and Bloomington-Normal and between Springfield and Carlinville. Continuous welded rail is installed in quarter-mile segments, thereby reducing the number of rail joints and providing a smoother, more comfortable ride.

Phase III (1992 and 1993) of the project will include the installation of over 90 miles of continuous welded rail through the Bloomington and Normal area, between Bloomington and Springfield, and between Carlinville and Granite City. When the project is complete, most of the Chicago-St. Louis corridor will have continuous welded rail.

### **1992 Station Improvements**

Station work scheduled for 1992 includes a \$35,000 remodeling of the Pontiac waiting area. A new entrance will be built with a ramp for access by disabled travelers. The interior space will be updated with new walls, floor and ceiling. The construction work should begin this summer.

On the "Illinois Zephyr" corridor station improvements are in process or completed at West Quincy, Galesburg, Kewanee and Plano. Work should begin soon at Quincy, upgrading and interior and changing the windows.

New construction is scheduled later this year at Mendota. A brick and glass passenger shelter will replace the deteriorating, energy-expensive depot building. The new shelter design is attractive and energy-efficient and has been built at three other locations, including Carlinville. These shelters, designed in Illinois, are becoming the standard for small, un-staffed passenger facilities.

*Via Illinois Amtrak Service Update*

## **1993 DUES ARE DUE!**

Last month we sent the renewal statement for 1993 dues. Please return your check as soon as possible to the Treasurer, Allen Cooke at the address listed. We will send your membership card in the following issue.

We hope you have enjoyed being a member of the chapter over the past year and look forward to having you onboard during 1993. Have a happy holiday season from the officers of the Danville Junction Chapter, NRHS.

## **WHY LOCOS ARE CALLED "SHE" \***

Locomotives are called "she", according to the Kankakee, Illinois, "STAR" because they wear jackets with yokes, pins, shields and stays. They have aprons and laps, too. Not only do they have shoes, but they have short pumps and even hose, while they drag trains behind them. They also attract attention with puffs and mufflers, and sometimes they refuse to work. At such times they need to be switched. They need guiding, require a man to feed them, and are much steadier when hooked up. Enginemen regard them with affection.

\*Steam locomotives, of course. A diesel is called "IT".

*Via The Cincinnati*

## **SIGN POST?**

Looking for a different front-yard signpost? Southern Pacific at Eugene, OR is selling Union Switch & Signal lower quadrant semaphore signals complete except for batteries and relays. Single-arm signals are \$1,000 each, and double-arm types go for \$1,250.

*Via the Lake Shore Timetable.*

## **WISCONSIN AND SOUTHERN**

The summer and fall of this year have seen significant changes occur. The company is rapidly moving from a shortline operation to a two state regional carrier. There have been a lot of positive events occurring, but there is one down side of all of this news. Since August, railfans are no longer being given permission to be in the Horicon yard. No trespassing signs have been put up and the local police will be called if a railfan is found in the yard.

In June the F45's arrived in Horicon. These impressive locomotives, numbered 1001-1003, look sharp in WSOR maroon and silver. They have been used on the Horicon-Milwaukee turn occasionally.

Business levels on the WSOR have been good. Mr. Gardner stated at a Hartford City council meeting that carloadings have increased from 8,000 to 20,000 since the middle 1980's resulting in longer and more frequent trains through Hartford. He was proposing that improved grade crossing protection be installed this fall when the railroad rebuilds its tracks through Hartford to increase speeds to 25 mph. Quad Graphics has announced a large expansion of the Hartford facility to be operational in mid-1993.

With the purchase of the Wisconsin and Calumet (WICT), the WSOR is operating over 600-mile system, but indications are they won't stop there. The October issue of Pacific Rail News indicates that the WSOR is negotiating with the Soo to purchase its track in the Madison area and to have trackage rights from Deansville, Near Madison, through Watertown to Milwaukee. Additionally, WSOR is interested in purchasing the Soo's Janesville to Rockford line with trackage rights to Davis Junction. In the plans for 1993 are an upgrade of the Milton



Junction - Waukesha branch and a revival of the WICT trackage rights from Waukesha to Slinger on the WC.

On September 30th, the WSOR announced the purchase of the former Lakeside Bridge and Steel facility on the north side of Milwaukee north of Glendale Yard. The company plans to construct a maintenance and headquarters facility with the total investment coming to a million dollars. The present staff at Horicon will locate here and additional employees will be hired. Total company employment will be near 175 when the facility opens next March. The WSOR plans to operate a hub and spoke system with the two hubs being Glendale Yard and Madison. Mr. Gardner projected that by 1995 the railroad would be handling 50,000 carloads annually.

If all of the above plans become reality, the WSOR will emerge as a strong regional carrier in a very short time frame.

*Via Wisconsin Chapter*

## **ENGINEER MURPHY AND THE DEAD COW**

(From "Yarn", a magazine for railway enthusiasts, Auckland, New Zealand)

Memo to Superintendent: Hit cow. Mileage 123. Engine OK. Cow dead. Engineer Murphy.

Memo to Engineer Murphy: Your report as to the demise of a bovine creature is to hand. You are hereby advised that a further report is to be submitted as per the example on Circular B S/15/16789. Please forward promptly. Superintendent.

Memo to Superintendent: No more to say. Engine still OK. Cow still dead. Engineer Murphy.

Memo to Engineer Murphy: Your unsatisfactory report is to hand. Your attention is again drawn to

Circular B S/15/16789 which sets out the following questionnaire: What was the boiler pressure at the time of incident? Was sand gear working? Was throttle fully open? What was position of cut-off lever? Was brake applied? What was nature of weather and direction of wind? What was the name of fireman and brakeman? What was the nature of injury to the creature? Give description of creature: age, sex, type, markings etc. What is your assessment of damages claimable by this office? Advise immediately of these particulars. Superintendent.

Memo to Superintendent: No steam. Yes. No. None. Yes. Cow not killed by weather, wind, fireman or brakeman. Not enough left of cow to find out the rest. Engineer Murphy.

Memo to Engineer Murphy: Your further unsatisfactory memo is at this office. You are forthwith to explain why your locomotive was not under steam at time of incident and also why it is not equipped with the standard steam cut-off lever. For prompt and full report. Superintendent.

Memo to Superintendent: Driving diesel engine. Needs no steam. Has no cut-off lever. Engineer Murphy.

Memo to Engineer Murphy: This office still awaits your full report as to how creature was killed by your locomotive. For urgent and immediate return to this office. Superintendent.

Memo to Superintendent: Saw cow walking over line. Engine swerved to left to miss cow. Cow kept walking. Engine hit cow. Engineer Murphy.

Memo to Engineer Murphy: You are hereby fined \$3.00 for insolence. Please advise the nature of the injury to the creature without further delay. Superintendent.

Memo to Superintendent: Went to where cow killed. Cow is definitely dead. This cost me \$3.00 expenses. Engineer Murphy.

Memo to Engineer Murphy: Here-with find special payroll NO. L80/247 to be signed in duplicate for \$3.00 expenses as claimed. This correspondence is now closed. Superintendent.

Per R.B.P. Ch'kd M.D.M.

Int. H.R.R. App'ved. L.A.R. Filed H.H.G.

Cert. C.A.F.

*(From Dana Dawes)*

## **SHORTS**

The **Terre Haute, Brazil and Eastern Railroad** abandonment has been given 30 days from October 1 for the parties to respond to the point if abandonment is in the public interest. The railroad has been shut down for some time now and abandonment is almost sure before the first of the year.

The **Allegheny and Eastern** has been given the green light to operate a 147 mile segment of railroad in Pennsylvania. The segment will be acquired from the Allegheny Railroad Company and goes from Mill Creek to Emporium, PA.

The **LaBelle Point Railroad** wants to lease a 49 mile line from Fort Smith to Paris, AK from the Missouri Pacific Railroad.

**CSXT** has received permission to abandon 53.9 miles of line between Woodlawn and Walmar, IL. Terms of the decision give interested parties time to make offers to subsidize or take over service.

