

# DANVILLE FLYER

**A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC, NRHS**

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

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

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$12.00 for Chapter membership in addition to \$14.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July, August and December) at the Palmer American National Bank, corner of Vermilion and Main St., downtown Danville, Il. beginning at 7:30 PM Central Time.

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## COMING EVENTS

**January 18, 1996**

Monthly meeting beginning at 7:30 PM, Palmer American National Bank in downtown Danville.

**March 23 & 24, 1996**

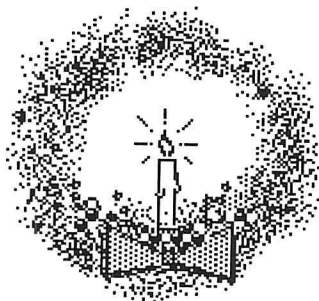
Urbana, Illinois - Model Railroad Show and Swap Meet, Lincoln Square Mall.

**April 12-14, 1996**

Spring Directors meeting - St. Paul, MN

**June 18-23, 1995**

1996 NRHS convention in Charlotte, NC hosted by the Piedmont Carolinas Chapter. Shortlines, museum, seminars, historical areas - send in your advanced registration now.



**MERRY CHRISTMAS  
AND HAPPY NEW  
YEAR**



## NEXT MEETING

There will not be a meeting in December. We held our brief meeting to introduce the officers at our Christmas Dinner. For those of you that were able to attend we hope you enjoyed the event.

The next meeting will be **January 18, 1996** at the Palmer American Bank located at Vermilion and Main Street in downtown Danville. Enter on the east side of the building, take the elevator to the second floor, and the meeting room is to the right. Business meeting will begin at 7:30 PM with the program starting around 8:15 PM.

We are completing our 27th year as a chapter of the National Railway Historical Society. We want to thank you for your help in the spring

at the Urbana Model Railroad Show, this summer at the museum and for your help all through the year. A special thanks from your Editor to those that have furnished articles for the newsletter. Whether you have written an article or sent in news clippings, your addition to the publication is always welcome and appreciated.

To those members that do not make it to meetings or the museum in the summer, but give us your support through dues, the officers of the Danville Junction Chapter want to thank you for your years of support. We hope you enjoy the newsletter and look forward to meeting you in the future at the museum, on our caboose or at a railroad. 1996 looks like another good year for the chapter. Hard to believe but in two more years we will be 30 years old. (Some of us feel much older now).

*May you and your family have a happy holiday season this year. See you in 1996.*

## **CHAMPAIGN NEWS**

(and others)

The new IC SD70s up to #1018 have been heard on the radio and I have seen all up to 1009. Very big, black and shiny. The crews seem to like them as well. The SW14s have made a return to the Champaign yard and are used in pairs to switch the yard or to run out to Kraft on the local. I actually got a photo of an SW14 and SD70 coupled back-to-back on the ready track (David and Goliath?). The HATX SD45-2s in the 900s have disappeared, being replaced by ex-Seaboard System SD40-2 EMD lease units. Several of the SD20s that were sold have returned on lease with RELX reporting marks.

One of the members of the MWC club was fanning the C&IM and verified with the crews that the UP is indeed interested in buying the

line. They also said that they were going to be getting some of the aforementioned ex-IC SD20s very shortly. They also have repainted at least one of the old SD9s in a modified version of the red stripe scheme: The stripe morphs into a wider lightning bolt at both ends of the unit with the stripe "bolting" down at the front and up at the rear. The rest of the paint remains the same.

### **And from the "Ain't Technology Grand" column:**

I was in Colorado in August for my sister's wedding and my dad and I planned on spending a day on the Joint Line at Palmer Lake. We arrived at around 6:15 AM and found a loaded southbound coal train waiting just north of town. (For those of you unfamiliar with Palmer Lake, it is the northend of the single-track stretch of the very busy Joint Line trackage between Denver and Pueblo- it is also the top of the 1.6 % climb for loaded southbound coal trains from Denver. It's a GREAT place to watch trains.) The southbound had it's pushers intact (two SD40-2s, 1 BN and 1 ATSF) but the headend power and first several cars were nowhere to be seen. The radio revealed that as the train was climbing to the summit they broke a drawbar in the 9th car and were in the process of setting it out at the next siding, down in Monument.

After waiting several minutes the headend power and the rest of the train appeared across Palmer Lake (there really is a lake there) backing uphill to the junction switch. They stopped short of the switch and called the ATSF dispatcher for permission to back onto their train. The dispatcher threw the junction switch back to the southbound track, and the crew began backing up. Somehow after the first car's first

wheelset passed the switch, the points on the switch began to move back to the northbound alignment. Naturally the following car followed the rules of physics, rode up and over the moving points and began bouncing up and down on the ties! The next car followed suit, but the rest followed the points and began using the northbound track.

I was madly clicking away with the camera and the brakeman riding the rear car was holding on for dear life! The engineer finally stopped his train (the headend power was three brand new SD70MACs) and the coal dust settled. It took about 30 minutes for crews to begin showing up to assess the situation. Of all the places on the Joint Line to have a derailment this was the worst as it effectively closed all rail traffic between Denver and Pueblo until it

was cleaned up. It also was difficult for the crews that showed to clean up the mess as they really didn't know which railroad was in charge. The wreck occurred on SP track with an ATSF dispatcher and involved a BN train.

The crews also didn't know if the BN-ATSF merger had officially been consummated, so that stirred things a bit as well. The lines were cleaned up and opened by 8 PM that night.

In retrospect, several fans that had gathered to watch the removal operation all agreed that this wreck was to be completely blamed on technology. First, the new AC units have a tendency, when under a full load and pulling at slow speeds (such as pulling a coal train uphill), they will begin to "buck" and will cause drawbars and knuckles to snap like toothpicks. The crew said that is what happened this time (my father-in-law, who is now working for GE in Erie verifies this for me). That caused the reason for the set-out. On the way back through the



switch, somehow the points weren't locked EVEN THOUGH the crew had a green light to back through the switch. And the ATSF dispatcher in Schaumburg, IL said that his display showed nothing amiss at Palmer Lake. WOW, ain't technology grand!

*Bruce Bird*

## TRACKS AHEAD

Have you been watching the Tracks Ahead series on WILL-TV? The series is on each Saturday at 2:30 PM. A recorder is almost a must for most of us busy railfans. The rest of the series is as follows:

**December 9** - Visit the Apalachicola Northern Railroad in northern Florida; Bob Board's S scale layout; McKinley Trolleys in Dallas, Texas, a photo essay on railroad advertising.

**December 16** - Visit the Iowa Traction; Browning Plantation's live steam at a bed and breakfast in Houston; see the Henry Flagler Museum in Palm Beach; a photo essay on the Tankhannock Viaduct, the largest concrete span in the world.

**December 23** - Visit Brazil by railroad; see the Columbia Gorge Model Railroad (HO) in Portland and the Mitchell Park Domes G Gauge layout in Milwaukee; travel to New Orleans Transit Authority and see a photo essay from John Gruber.

**December 30** - (last of the series) Visit to locomotive and rail car builder Morrison Knudsen; Nicholas Muff's locomotive cab, car and HO layout from Washington; visit the Georgetown Loop Railroad and see the artwork of artist Angela-Trotta-Thommas.

## THE NS VIEW OF TRACK SHARING

As a practical economic matter, Norfolk Southern isn't going to build many more rail lines. So we seek to relieve congestion and reduce circuitry by using the lines of others.

Track sharing allows NS to stretch its investment dollars. Every railroad faces this challenge: Where can we put scarce capital dollars so as to leverage best the overall performance of the company in the future?

NS must also improve traffic density, especially on lower volume lines. While truckers share their rights-of-way, railroads typically don't. As a result, railroads are less competitive in both assets deployed as well as maintenance costs incurred.

This leads to a conclusion that it is often unpopular in the railroad industry: Exclusive use of its own tracks everywhere is a luxury each railroad can no longer afford.

I realize that railroads hate to share assets. It is an operating hassle, as many of my railroad colleagues say regularly. But when the only options are to share or leave the market, sharing is often the preferred choice.

Working with Burlington Northern was an early opportunity for NS to share facilities. NS physically overlaps BN more than we do Conrail. We have track-sharing projects under way with BN in three states: Iowa, Alabama, and Illinois.

Through these coordination efforts, both railroads become more competitive by avoiding duplicate costs for track,

**See Page 4**

## LAFAYETTE, INDIANA

### **New Bridges for CSXT and NS**

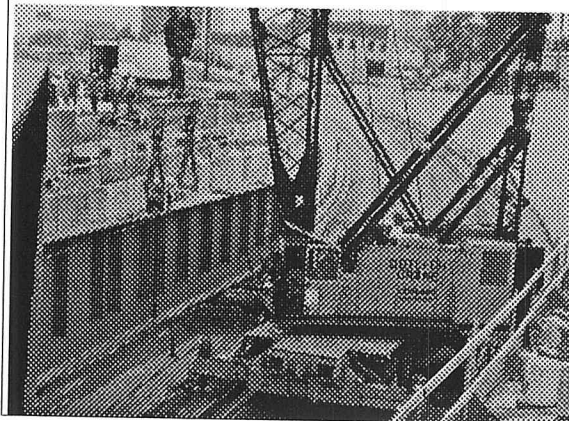
In September two new bridges for Norfolk Southern were set on Wabash Avenue just south of the downtown area of Lafayette. This is the first part of Segment 5 of the Railroad Relocation Project, the final phase.

As shown in the photograph, the bridges arrived by truck from Birmingham, Alabama. Trinity Industries, an arm of the car builder, fabricated the bridges and shipped them on various truckloads to Lafayette. The main girders, 82 feet in length and weighting 42 tons, arrived one to a truck. A 175 ton Lorain crane was placed in Wabash Avenue and the girders lifted to the bearings. NW 1, the west bridge, was set one week with NW2 being set the following week. These bridges join a CSXT bridge set last year and a NS (KBSR) bridge set in 1989.

On November 8 the main bridges at Ninth Street were set. Two bridges were set adjacent to the double-track through-plate girder bridge set for the CSXT mainline in 1991. The first bridge is a wide single track bridge to serve the future inter-

A 175 ton Lorain crane is used to set the west girder of NW1 at Wabash Avenue.

*Photo by Rick Schroeder*





change yard. The girders are 108 feet long, 10 feet high and weigh 55 tons. The NS bridge is a double track through-plate structure with girders of 108 feet, 13 feet high and weighing in at 78 tons. These girders were shipped from Birmingham via NS on flat cars.

On the morning of the 8th a 250 ton Manitowac crane had been assembled on the south end of the opening. The 175 ton Lorain crane was placed on Ninth Street. It would take two cranes to set the girders. CSX with a work train moved the cars with all girders to the site on the adjacent No. 2 track. The 250 ton crane lifted the girders from the rail car and swung them around to the opening (see photo). They were set about 2/3 of the way

out over the street, the south end was set on cribbing and the 175 ton crane attached to the north end. The 250 ton was unhooked, moved to the south end, and then both cranes set the girder (see photo). The process took about 6 hours to set the main girders with end floor beams, enough to hold the girders in place.

On the 9th the process was repeated for the NS bridge. This structure is farther east (about 50 feet) from the first bridge and the use of the 250 ton crane allowed then contractor to "walk" the girder to the east structure. The repeat process saw the main girders and floor beams set by 3:30 PM.

Over the next month the steel crews will be installing floor beams and knee braces. There are hundreds of bolts to tighten

and torque. Major work should be completed by the middle of December. These two bridges will have a concrete deck instead of steel. Concrete work will occur next spring.

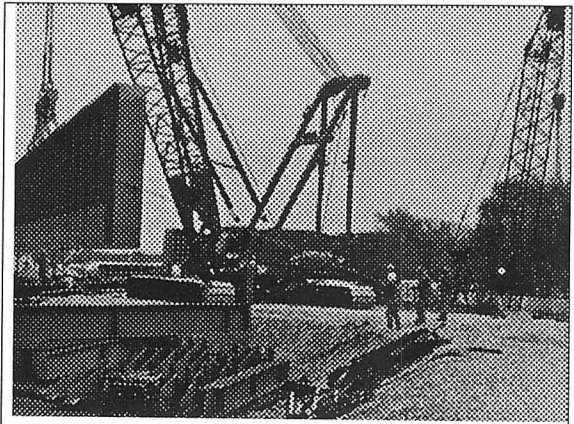
The Wabash Avenue bridges have most of the steel plate in place. End expansion joints need to be completed and then the waterproofing of the deck will be completed. Most of this work will occur next spring.

### Lafayette - Route 231

The contractor has been pouring some of the pier stems. If the weather permits they hope to complete concrete work by the middle of December and have steel set before Christmas. A weather shutdown will halt most work until late March of next year.

Work on the CSX bridge is still delayed while the INDOT and CSXT resolve the garbage problem.

**Continued on Page 7, column 2.**



250 ton crane lifts the NS main girder from the railroad flat cars and prepares to set the west girder in Lafayette on November 9, 1995. Photo by Rick Schroeder



### NS Continued from page 3....

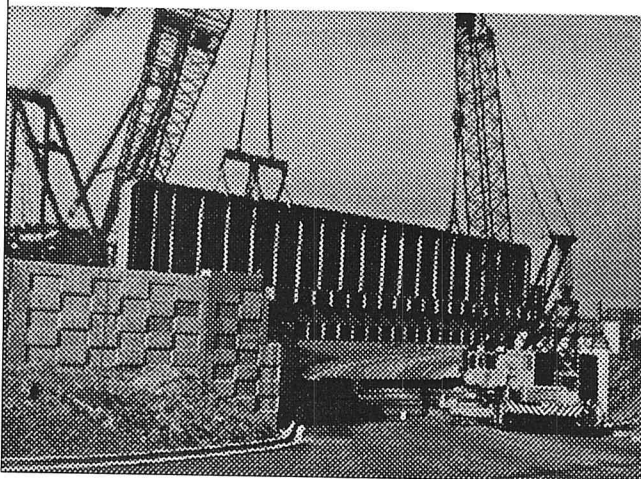
maintenance facilities, and equipment. Lack of head-to-head competition with BN helps the process; the shared markets are tactical, not strategic.

CSXT offers the greatest potential for NS to realize density improvements through track sharing, but such coordination also presents a great challenge given our fierce competition. The issues are often strategic and could ripple through both networks. While maintaining competition, both companies are beginning to understand the advantages of sharing facilities in specific circumstances.

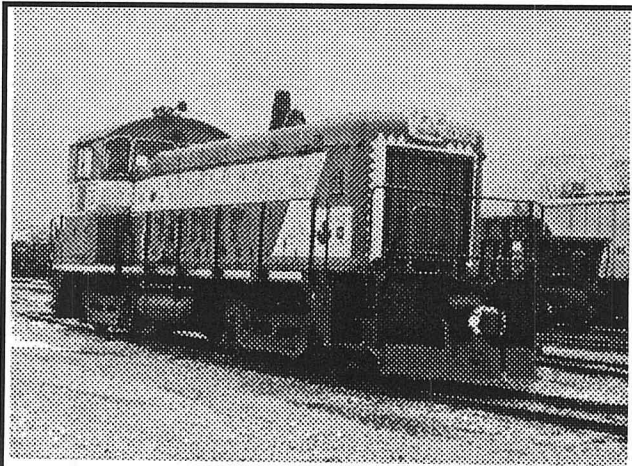
For example, our South Carolina project with CSXT involves shared trackage as well as shared haulage and switching operations over 200 miles of line. The project allowed both carriers to eliminate duplicate switching service in areas of low-traffic volume. It also allowed NS to avoid spending \$10 million in capital to rebuild bridges on high-density branch lines.

In our view, track sharing is pro-competitive. It allows NS and our railroad partners to stay in low-volume markets that one or more railroads would otherwise have to exit because the rehabilitation capi-

Two cranes are setting the west 78 ton girder for Norfolk Southern's double track bridge in Lafayette on November 9, 1995 Photo by Rick Schroeder







GMDD #D0069 rests at Conrail's Hillary Yard in Danville, Ill on November 2, 1995. The unit, normally assigned to GMD's London, Ont. plant, has been GM's Powertrain switcher in Tilton, Ill until closure of the plant in late October. The unit is waiting movement back to Canada. Photo by Rick Schroeder

tal required cannot be justified by the rates of return. In higher-volume growth markets where the objective is to add capacity and reduce congestion, track sharing is one way of adding capacity, especially during peaks, at a very low incremental cost. Of course, this only works if your partner carrier has surplus capacity on the parallel route.

Track sharing is no panacea. There are often difficulties, and each opportunity must be analyzed and negotiated separately. But with much of the low-hanging fruit already harvested creative track sharing is another tool to improve efficiency.

*Via Progressive Railroading*

## **AMTRAK**

### **The Amtrak Half-Cent**

Sen. Trent Lott (R-MS), chairman of the Subcommittee on Surface Transportation of the Senate Commerce Committee, proposed - and the full committee included in its Amtrak authorization bill(S 1318)

-- earmarking one-half cent of the Highway Trust Fund (HTF) for Amtrak.

This half-cent shifted October 1 from deficit reduction to the HTF mass transit account. NARP has a long history of strongly supporting transit. However, even if Amtrak promptly spends all the money the half-cent generates, at the end of the year 2000, there would still be \$8 billion in the account.

The half-cent must go through the tax committees. Though Senate Finance Chairman William V. Roth Jr. (R-DE) did not include the half-cent in his "chairman's mark" for the budget reconciliation bill, he spoke strongly for it in an open October 19 committee meeting, as did Senators Baucus (D-MT), Bradley (D-NJ), Moynihan (D-NY) and Nickles (R-OK).

### **Fuel Tax Equity**

"(Third-Quarter) earnings at almost every airline have exceeded expectations. Even though we're heading into a slow part of the year, it's clear that airlines are still in control of their destiny," said Analyst Ray Neidl in the October 19 Wall Street Journal.

Amtrak, intercity buses and other transportation, of course, have for two years paid a 4.3 cent-a-gallon deficit reduction tax from which airlines were exempt until October

1 (August News). The airlines are working hard to regain that exemption, despite their continued prosperity. One ray of hope - a letter circulated by Sen. Charles Grassley (R-IA) and cosigned by Max Baucus (D-MT), John Chafee (R-RI) and John Breaux (D-LA). The letter urged including Amtrak and intercity buses in any renewal of the exemption for airlines.

### **Badger State Doings**

Wisconsin and Amtrak agreed July 17 to keep the six daily Chicago-Milwaukee Hiawathas running through September 1996. The state will pay \$2.3 million, partly from federal Congestion Mitigation and Air Quality funds, in a deal approved by the U.S. DOT in June. Next, Wisconsin will consider contracting out the service after 1996, and testing a diesel multiple-unit train (self-propelled cars) on the



route. No progress on Madison or Green Bay service has been made since 1993 approval of \$50 million in state bonds (Dec. '93 News). That law required Amtrak to agree to operate the service, but Amtrak was unable to commit equipment or operating costs. The transportation budget now before the Legislature would amend the 1993 law to allow parties other than Amtrak to operate the trains. The question of how to cover the capital costs beyond the bond money (about \$26 million more) still remains.

Retention of Senate-passed language in the National Highway System bill allowing states to spend some ISTEA money on intercity passenger trains (Sept. News) certainly would help here.

### **Travelers' Advisory**

Michigan: The state transportation commission voted to restore daily Chicago-Grand Rapids Pere Marquette service. While it also



voted to cut the Chicago-Lansing-Toronto International from daily to four days a week, and to eliminate all food service (!), Amtrak will delay such changes while options are examined.

*Lake Shore Limited:* Amtrak adds Waterloo, IN as a stop (plus Dunkirk, NY in April).

*Texas Eagle:* Stops added at Carlinville, Pontiac and Dwight, IL.

*Via National Association of Railroad Passengers*

## CHAPTER ENTERS THE WORLD WIDE WEB

The Danville Junction Chapter now has its place in the World Wide Web with our own "Home Page" that is accessible to everyone with a computer, modem and a service to reach the Internet. Thanks to member Doug Nipper and his interest in computers we have a page about the chapter and the museum. A copy of the page, as it appears on the screen to viewers, is in the back of this issue.

We now have about 10 members that are on-line with some type of service. We now can E-mail each other and get news to each other fast (if they read their mail) and cheap. From Idaho to Indianapolis to Decatur to Monticello to Champaign and Danville we are connected via telephone wires.

In almost each issue you have read articles that I have obtained via Internet. Some comes from various Home Pages of railfans and industry sources. Even major railroads have their own Home Page. NS can be reached at <http://www.occ.com/norfolk/> and CSXT can be reached at <http://www.csx.com/>. The UP

**Continued on page 7**

## MONTEZUMA ELEVATOR OPERATOR CONCERNED OVER CSX INTENT TO ABANDON RAIL LINE

Concern that Via National Association of Railroad Passengers Parke County may lose its next-to-last stretch of rail line prompted a local grain elevator operator to seek the county's support in opposing possible CSX Transportation plans to abandon the line. The Wabash Grain Elevator at Montezuma, now being leased by Ray Martin of St. Bernice, is along the last mile stretch of the former Baltimore and Ohio rail line stretching east-to-west through Parke County. CSX bought the old B and O lines and has abandoned the line east of U.S. 36 near Montezuma, leaving slightly more than one mile of track.

Martin, along with Raymond Gill, a retired B and O employee who operates the switch engine at the elevator now, sought the commissioners' pledge of assistance in urging CSX to keep the line to Montezuma open, during the commissioners' October 16 meeting.

The rail line runs through the elevator yard and across County Road 100 North, past the Superior Hardwoods plant. Martin and Parke County Economic Development Director Craig Greene discussed the importance of Parke County maintaining the rail spur, which crosses the Wabash River and ties into the mainline between Terre Haute and Chicago. The westbound section of the line remains open across the Illinois prairie to Springfield and provides service to several rural elevators in Illinois.



"A country elevator without a rail line is stagnated," said Martin, who faces the same problem at his St. Bernice facility, once on the Chicago, Terre Haute and Southeastern line, abandoned several years ago. Martin said his interest in the Montezuma facility would be much less if not for the availability of the rail service, and he would eventually like to own the rail spur to the mainline.

Gill said CSX, however, would like to get rid of the bridge over the Wabash River before it is necessary to make major repairs on it. Most of the bridge was constructed new in 1960, Gill said, but added that one span dates to 1916.

Last November, under ownership of Steve Seyfer, Gill said the elevator shipped out three 65-car trains of grain, hauled by CSX in cars they owned. Thus far this season, Martin has loaded and shipped a single 65-car train to Purina Mills in Jacksonville, Florida, over the span of three days.

CSX has filed a Notice of Intent to Abandon with the Interstate Commerce Commission, a preliminary step towards filing a formal Petition to Abandon the rail line, which cannot be filed until next year. Any potential for industrial growth in Parke County would be most likely to occur along the available rail lines in the county, including the CSX mainline which crosses back into Parke County from Clinton, running about four miles adjacent to U.S. 41.

*Via Park County Sentinel from member John Fuller*

museum has a home page as do hundreds of other museums. The NS page lists corporate information and jobs available. The CSX page lists a map (big file), press releases and corporate logos. The C&EI HS has a home page at <http://www.justnet.com/cei>. That home page has a sample of an issue of the *C&E FLYER*, address for information and a brief history of the railroad.

Doug plans to expand our page to include other pages to detail the museum and the railroads in the area. For those that are on E-mail already he will be sending you a message when the page is up and running. If you are on a on-line service and have not sent us your address please do so at [djnipper@isis.cu.soltec.com](mailto:djnipper@isis.cu.soltec.com) or [rickschro@aol.com](mailto:rickschro@aol.com). We would like to add you to the list.

We would also like to know other chapters or historical societies that have their own home pages. Send us a E-mail message and we will let our members know how to reach you.

*Eidtor*

### ***Lafayette, In - continued from Pg 4***

They hope to start this winter removing the waste with bridge construction starting around May of next year.

### **Cleveland**

Our work continues for Conrail. Work on the RTA line downtown is in full swing with trackwork on the new bridge about 90% complete. Track is being constructed east toward the Amtrak Station. The power sub-station is under construction at the east end as are the depots for the new line. Construction of the West 9th Street bridge is to start soon.

The West Park Station opened to the public in late October. The phase two work has started with the work to be completed by spring. The RTA has let the contract for another station rehabilitation that is adjacent to Conrail. Next spring two more stations are to be involved in reconstruction. We will be busy for some time, we hope, in the Cleveland area.

*Rick Schroeder*

## **CP RAIL**

CP Rail System has announced that it will close the former Soo Line Shoreham Locomotive Shop in north Minneapolis, Mn. by the end of next year. The railroad has made a decision to consolidate all operations at a similar facility in St. Paul. The St. Paul facility will be expanded to add the facilities moved from the former Soo Line facility.

Plans for the \$7.4 million facility are being completed with construction to start soon to construct new structures and refurbish older buildings. This will allow CP Rail to maintain all locomotives in the U.S. fleet at one facility. Most employees will be moved across town, however, as in all consolidations some jobs will be eliminated.

Construction of the Shoreham facility was started in 1888 when four smaller railroads were merged into the Minneapolis, St. Paul, and Sault Ste. Marie Railroad. Shoreham has been the only continuously active locomotive shop on the Soo since the company was formed.

*Via U. S. Mails - CP Rail System*

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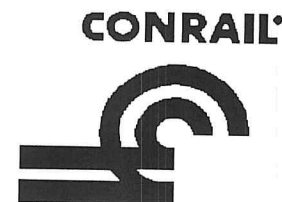
## **CONRAIL**

The moderate downturn in part of the economy has affected Conrail more than other carriers. So far, as of the end of October, traffic moved (units) was down 5.1 percent with the week of October 23 down 6.5 percent. Actual revenue declined from \$2.75 billion in first 9 months of 1994 to \$2.74 billion in 1995. At the same time the stock price has dropped from a high of \$72 1/4 down to \$67 per share. A year ago when the stock was selling for around \$48 the word was out that NS would once again offer to buy the railroad.

Conrail has always had a high rate of accidents and injuries. The carrier has been working hard to lower the numbers, chasing NS like all other carriers. In 1995 there has been a great improvement in the injury rate over 1994. The goal was a 50% reduction in injuries and several of the divisions are meeting the goal. Overall the railroad has reduced injuries by almost 43 percent.

Conrail recently made an offer to Union Pacific for the SP's Cotton Belt line into Texas. Some of the line will be duplicate with the present UP system and Conrail hoped to gain access to Texas instead of giving the trains to UP at St. Elmo. The UP turned down the offer and Conrail is now looking to improve service on its core lines and increase connection business.

Over the next year look for Conrail to improve performance and the bottom line. They will have to build up customer satisfaction but they have the system to do just that. In an effort to improve the bottom line there are indications that after the first of the year there will be additional layoffs and consolidation of divisions. This may help the rumor of a NS takeover start again.





# C&EIHISTORICAL SOCIETY 1996 CALENDAR

The Chicago and Eastern Illinois Historical Society has released their annual calendar. This years 14" x 16" calendar features the Pittwood, Illinois depot on the cover. The photograph is from the chapter's collection.

Many never seen before photos are included this year including one of the C&EI's piggyback trailers taken in about 1956. The railroad was a forerunner in the piggyback idea. Included in the center of the calendar is a September 1885 map of the railroad. 12 great photographs of the railroad, and the people that made up the railroad, are featured in this calendar.

As is the case each year Bob McQuown has done an outstanding job gathering the photographs for this issue. For those of you that have received the calendar each year I'm sure you can attest to the fact that this is one of the premier railfan calendars on the market. The credit goes to Bob and those that allow the use of photos from their collection.

The 1996 calendar may be purchased from chapter member Bob McQuown by sending the attached order form with a check for \$7.50.

## THE FATE OF AMTRAK..

### **An Interview With Thomas Downs**

By the time you read this we may know something about the future of Amtrak. As of this writing it's very uncertain. But lost in all the hoopla about "the coming train wreck" (a metaphor that Amtrak President Tom Downs finds distasteful) in the battle budget between Congress and the White House are two significant

<b>THE C&amp;EI RR HISTORICAL SOCIETY</b>	
<b>CALENDAR RE-ORDER FORM</b>	
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Enclosed is \$_____ at \$7.50 each & names and addresses.	
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positive steps.

First, a Senate committee has voted to approve a half penny a gallon gasoline tax for Amtrak. In an interview taped this past August 30, Downs hailed this as a step toward "finally" securing a "dependable" source of funding so that the passenger railroad can go forward with capital projects such as replacing 20-year old locomotives (Downs says the average life of freight locomotives is 12 years), replacing 50-year old Heritage cars, nailing down funding for the new highspeed trainsets on the Northeast Corridor, new signals and new stations where Amtrak has been operating out of trailers.

Downs did not dispute my choice of words when I observed that this would enable Amtrak to do what every other mode of transportation (airlines, highways, barges, bus lines) has been able to do for years. Hide the subsidy. Amtrak has been constantly threatened not because it is the most costly form of transportation-which it is not-but because of the way in which it is financed. To put it bluntly, as I've

said here many times, the key to Amtrak's future is hiding the subsidy.

Secondly, the Senate has voted 64 to 36 to approve the Roth-Biden bill allowing states to use certain highway funds for Amtrak service. That was a nearly two to one vote despite the best lobbying efforts by highway interests. Opposition in the House is fierce, but Downs says he is optimistic the measure can prevail in a Senate-House conference.

All of this will come to naught, however, if Down's worst nightmare scenario plays itself out.

"I don't think anyone has the stomach to try and willfully kill us off," he said, "I think it is easier and far more likely in this environment in Washington to be killed by accident. Failure to get an authorization bill, failure to get an appropriations bill at some key juncture in this budget climate could easily mean that by accident, we get lost. And that would be the greatest tragedy of all that we die by accident instead of by design."

Senators and congressmen have been working with Amtrak to pave the way for it to "operate more like a business" and less like another government program. The half penny and the Roth- Biden bill are two steps in that direction. Others include, 1) Relieving Amtrak of the burden of paying our \$150 million a year in retirement benefits to non-Amtrak retirees. Downs says that belongs in the government's railroad retirement program, "but not part of our (Amtrak's) account;" 2) Relieving Amtrak of the burden of paying a fuel tax, from which the airlines are exempt; 3) Put a cap on liability limitations-something both Amtrak and the freight railroads are urging; 4) Labor work rule reforms (more about that later).

The Senate figures on Amtrak assume that all the above reforms will be in place, something which is by no means certain. "Without the reforms," said Downs, "Amtrak is out of business."

Oh, yes-if you think the Northeast Corridor is exempt from an Amtrak shutdown, you're kidding yourself. Senate Transportation Subcommittee Chairman Trent Lott, a strong supporter of Amtrak, has said, "No national system, no Northeast Corridor."

That sums up a political fact of life.

"And besides," said Downs, "we are Amtrak. We are America's passenger railroad. We're not the Northeast Corridor passenger railroad. We're America's passenger railroad."

During the summer, the labor issues bogged down the Amtrak authorization bill in the House. Key House committee chairmen and rail labor leaders disagree on whether a proposal to eliminate severance pay of up to six years would apply to the freight railroads.

Rail labor is also concerned about any proposal to "contract-out".

Downs believes any federal prohibi-

tion against contracting-out "means you can't have a conversation with (labor) about (what) might make their own work force more productive, changes in the work rules," primarily "spreading work among teams" of people from different unions.

Sonny Hall, international president of the Transport Workers Union (T.W.U.), says labor does not want to see Amtrak die. He also denies trying to run out the clock on labor negotiations so that an Amtrak strike would occur just before the 1996 election.

Downs credits Hall with being an "honest broker" for rail labor. But he notes that Amtrak deals with 16 unions and "different unions have difference perspectives." For instance, the Amtrak president recalls one labor leader saying in a closed session that it would be a "close call," but that if he is ever forced to choose between the 90% of his members who work for the freight railroads and the 10% who work for Amtrak-well, he can't throw 90 percent of his members overboard, can he?

I called Downs' attention to a recent article in the Washington Post by Don Phillips. Titled "Amtrak's Albatross," the thrust of the article is freight trains are making money and passenger trains aren't. This is the "albatross" that plagues passenger trains all over the world.

But when, in this century, has any passenger railroad anywhere in the country tried to operate without at least one of the following "albatross" factors hanging around its neck: 1) Burdensome government regulations: 2) Union rules stacked against management (a throwback to 19th Century resentment over abuses by "robber barons"); 3) High taxation (i.e., in the "To Hell in a Day Coach" days when millions of taxpayer dollars, paid in part by ticket taxes on rail passengers, were poured into highways and airways);

4) Transportation funding mechanisms that are tilted against the passenger trains.

"Never," replied the Amtrak president. Never in this century has there been a U.S. passenger railroad operating without one or a combination of these factors working against it.

He thinks it's long past time to level the playing field.

*Via Washington DC Chapter - The Timetable*

## C&IM

UP has been talking and has made commitments to CIM to avoid a protest to the UP-SP merger, for overhead trackage rights on CIM between Barr and Springfield. Other commitments from UP include BN making delivers at Crescent, connection with TPW at Sommer and possible overhead rights from Springfield to Girard. That deal has not been completed, or if so, it hasn't been announced.

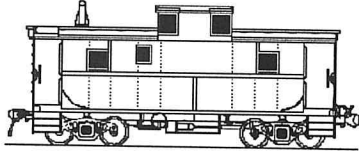
More lookers to buy the Midland - The Stamford Group, anon-railroad investment group, was in for nearly a week going through records and contracts. A Geneseo & Wyoming financial guy was back the same week. They were supposed to have backed out, but apparently still in the race. A sale is very likely going to take place, wages are being made on the date.

C&IM sold some of its obsolete track and shop equipment at auction the end of October including three motor cars. They are still trying to get the buyer to remove the crane and box car from the property. The Guadeloupe is schedule to go too.

Still problems with the locomotives, but the sale of the cars have allowed a swap for 5 of the SD20's from the IC. They will be staggered to Paducah for updating and painting,

hopefully including lightning strips! Two should be on their way there and we should see one on the property early in December.

*Excerpts from the Midland News via the C&IM Chapter.*



## WHEELREPORT

**NEW MOTIVE POWER** - NS will take delivery of 120 Dash 9-44 CW's from General Electric Transportation Systems during first four months of 1996, with another 120 units due in 1996-97. These will be first wide-cab units for NS, but will not have desk-top controller.

CSX transportation will take delivery of 83 AC4400CW's from GE Transportation Systems during first four months of 1995.

Former Milwaukee Road F7A's 97A (painted as Western Maryland) and 97C (painted as Delaware, Lackawanna & Western 637) have been acquired by Central New York Chapter (NRHS) from Steamtown collection

*Via Lake Shore Timetable*

**KANSAS CITY SOUTHERN** - KCS Industries and the Transportation Maratima Mexicana (TMM) formed a partnership to operate certain railway facilities in the United States and participate in the Mexican rail privatization process. KCSI will purchase 49 percent of the Texas Mexican Railway and related properties owned by TMM in the United States. TMM is Latin America's largest integrated transportation company.

**FREIGHT CAR SERVICES** - The new company in the former Itel Car Shops (ex-C&E Oaklawn Shops) is a part of Johnstown America. The shop is

in the process of rebuilding former CSXT and CRR hopper cars into coke cars. The new high-side cars are green and being stored in one of the storage track's prior to release. This is part of JA's leasing company, JAIX Leasing Co. Over the next 12 months the company hopes to expand operation at the facility.

**CONRAIL NEWS** - Conrail has eliminated the "west local" that operated from Danville to Champaign. All work will be handled by the normal freight job. That work has been cut with the train operating west to Peoria on Wednesday and back to Danville on Thursday. Hillary Yard is about 60% empty most of the time now that the GM plant in Tilton has closed. The "yardmaster" is now in Rose Lake yard near E. St. Louis. It is only a matter of time before Conrail abandons the line. NS will probably purchase some of the track with the IC probably looking at the line Anderson's elevator west of Champaign.

The only business left in Danville is south of town near Ross Lane, Tee Pak on the east side of town and the former Olin plant near Covington. In Urbana the asphalt company gets tank cars when the "season" requires shipments. Between Champaign and Bloomington there are a few elevators but most grain moves via the IC. Short line railroads have looked at the lines but the lack of business and the high cost of purchase have discouraged them. We will have to wait and see.

The north line from Danville to Schneider is still in place. Part of the abandonment agreement required a two year wait for the Soo Line trackage rights to be exercised. The Bee Line and other elevators purchased a portion of the track for their use and connection to the K B & S. Next summer the two years is up and we will probably see the rail removed.

TTI has acquired 8 CSXT U36B's to update its motive power roster. The

units are being painted blue with a CSXT style yellow nose and TTI logos. The units will retain their original numbers - 5729, 5735, 5758, 5763, 5791, 5793 and 5797. CSXT owns a majority of TTI, a former L&N line in Kentucky. *Via Jackson County RR Hist. Soc.*

**NORFOLK SOUTHERN 1995 REVIEW** - Hundman Publishing Company has published the soft-back book written by Scott Lindsey. The book covers all locomotives rostered by Norfolk Southern as of January 1, 1995. Photos of all models are included.

The first part of the book gives a division by division description of NS. A system map is included as well as some detailed maps of certain areas, such as Cincinnati to Ft. Wayne. It would have been nice to have a map for each division as it is described.

For Norfolk Southern fans the book is a must. It is available for \$36.95 from the publisher at 13110 Beverly Park Road, Mukilteo, WA 98275. Add \$3.50 for postage.

The fleet of EMP domestic containers shared by Conrail, Norfolk Southern and Union Pacific in a pooling arrangement is expanding from 6,400 to 7,400 units. Some of the additions are 53-foot-long box's. The EMP utilization rate of containers under load or reservation hit 82.1 percent in August (Traffic World). Conrail is in the process of selling off all but 900 of its 3,500 high-cube covered hopper cars, many of them to shippers.

**TOLEDO PEORIA AND WESTERN** - The TP&W has added a new pair of trains on the west end of the railroad. Westbound train #23 leaves East Peoria around midday (between 10 and noon). Eastbound counterpart #22 arrives in the late morning. It is not known how frequently these trains operate. TP&W is also picking up coal trains off the BN at Canton, IL and delivering them to the SILCO plant in the Peoria area.



**BURLINGTON NORTHERN - BN** and EMD have begun testing Independent Distributed Power on SD70MACs using the taconite trains to Granite City, IL from National Taconite. On October 18, train 68NT400 had 9715 leading this consist: 9715, KOOTENAI RIVER, 35 loads of taconite, 9713, 35 loads, 9716, 35 loads, 9714 and 35 loads. EMD personnel rode each cab. Future tests will use two SD70MACs on the point and another back in the consist. These trains will be 160 cars in length. Two of Santa Fe's Locotrol-using SF30Cs were tested in early October. Along with some BN engines, they handled a 169 car train. Santa Fe units continue to show up on various BN trains. Most interesting was the report of SD75M #200 on the point of train #1 on the evening of 9-25.

**CONRAIL** - Conrail has increased their order for SD80MACs. In addition to the 28 units that they presently have on order, they have placed another 50 unit order. They have also agreed to purchase the two demonstrators, #8000 and 8001. All of these units are expected to be painted in Altoona, PA.

## MAN'S BEST FRIEND??

Bob Pinsky found this most unusual story on Internet, originally published in the October 1993 Europa Times:

"We will not have him put down. "Lucky" is basically a damn good guide dog", Ernst Gerber, a dog trainer from Wuppertal told reporters. "He just needs a little brush-up on some elementary skills, that's all."

Gerber admitted to the press conference that "Lucky", a German Shepherd guide-dog for the blind had so far been responsible for the deaths of all four of his previous owners. "I admit it's not an impressive record on paper. He led his first owner in front of a bus, and the second off the end of a pier. He actually pushed his third owner off a railway platform just as the Cologne to Frankfurt express was approaching, and walked his fourth owner into heavy traffic, before abandoning him and running away to safety. But, apart from epileptic fits, he has a lovely temperament. And guide dogs are difficult to train these days."

Asked if "Lucky's" fifth owner would be told about his previous record, Gerber replied: "No. It would make them nervous, and would make "Lucky" nervous. And when "Lucky gets nervous he's liable to do something silly."

*Via NRHS NEWS*

## ILLINOIS RAILWAY MUSEUM & BURLINGTON NORTHERN "UNRETIRE" U30C TO MOVE ACQUISITIONS

The Burlington Northern's desire to not take revenue-producing locomotive out of service to aid in the movement of some of IRM's new acquisitions resulted in ex-BN U30C #5383 being transported down to Houston, TX. Southern Pacific moved SP 975 (2-10-2) from Beaumont, TX to Houston. From there the U30C moved the steam locomotive and a couple of flat cars toward Galesburg, IL. The train was limited to 25 mph and only moved during daylight hours. When at Galesburg, IRM's recent purchase, CB&Q 4-6-4 3007 was added to the consist. The odd combination made its way to Aurora and then up the branch to West Chicago and the Union Pacific. The U30C led the way over the Belvedere branch too. The equipment arrived at Union on 10/24.

*Via North Western Limited*



## 1996 DUES DUE

Many of you have received the renewal notice for the 1996 dues for the museum. The NRHS has been late in sending the renewal notices to the treasurer but by the time you read this you may have the notice in hand (it may be with this issue).

The chapter wants to thank those that have sent in their dues without receiving the official notice. Your renewal will be processed as soon as we receive the paper work. The chapter also wants to thank those that have sent an additional donation. This will be put to good use maintaining the museum and the newsletter. We appreciate your continued support.

A special thanks goes to John Cooke of Cooke Business Forms. John was made an honorary members some years back for his support of our chapter and museum. Each month this newsletter is printed by Cooke Business Forms at no cost to the chapter. As Editor I receive many compliments about the FLYER. However, without John's support we might not have the content that you read. To take this issue to a commercial printer would cost dollars we could not afford. Our thanks go out to all of the "Cooke's" .

# CSXT MANIFEST FREIGHT SCHEDULES

Included here are schedules for manifest freight trains with Q and R symbols regularly operating on CSXI.  
Freight trains may operate in advance of schedule, be absorbed into other trains, or be annulled.  
Times shown are only approximate, and some schedules have been abridged.  
CSXT observes Eastern time throughout its system.  
Frequency information applies to date of origination.  
This listing supersedes the one published in the March 1995 issue.

<p><b>R120 (DAILY)</b></p> <p>JACKSONVILLE FL — 1600 FOLKSTON GA — 1640 WAYCROSS GA — 1730 FITZGERALD GA — 1915 MANCHESTER GA 2300 2315 BIRMINGHAM AL 0500 0545 OAKWORTH AL — 0800 NASHVILLE TN 1215 1255 AMQUI TN — 1325 NORTONVILLE KY — 1545 ROBARDS KY 1645 1700 EVANSVILLE IN 1800 2000 KING IN — 2050 DECKER IN — 2120 VINCENNES IN 2200 2215 TERRE HAUTE IN — 2310 CLINTON IN 0135 0150 DANVILLE IL 0315 0330 WELLINGTON IL — 0435 WOODLAND JCT IL — 0500 CHICAGO TOFC IL 0745 — <b>TOFC.</b></p> <p><b>R121 (ex SUN)</b></p> <p>CHICAGO TOFC IL — 2115 WOODLAND JCT IL — 2345 DANVILLE IL 0045 0100 DICKASON IN — 0115 CLINTON IN — 0140 VINCENNES IN — 0335 KING IN — 0430 EVANSVILLE IN 0515 0530 ROBARDS KY — 0605 AMQUI TN — 1000 KAYNE AVE TN 1030 1115 NASHVILLE TN — 1130 OAKWORTH AL — 1530 BIRMINGHAM AL 1745 1915 MANCHESTER GA 0130 0145 FITZGERALD GA — 0530 WAYCROSS GA — 0735 JACKSONV TOFC FL 0945 — JACKSONVILLE FL 1000 — <b>TOFC.</b> Operates as L121 on Sunday.</p> <p><b>R122 (DAILY)</b></p> <p>ATLANTA /HULSEYGA — 1000 GILSTRAP GA — 1120 WAUHATCHIE TN 1800 1830 KAYNE AVE TN 0145 0230 AMQUI TN — 0300 COURTLAND TN 0430 0515 KELLY KY — 0630 EVANSVILLE IN 0945 1130 KING IN — 1235 DECKER IN — 1315 DICKASON IN — 1630 DANVILLE IL 1700 1715 ROSSVILLE IL 1800 1815 WOODLAND JCT IL — 1915 WATSEKA IL 1930 2000 CHICAGO TOFC IL 2215 — <b>TOFC.</b></p> <p><b>R123 (ex MON)</b></p> <p>CHICAGO TOFC IL — 0515 WATSEKA IL 0715 0800 WOODLAND JCT IL — 0815 DANVILLE IL 0915 0930 CLINTON IN — 1015 TERRE HAUTE IN — 1045 OAKTOWN IN — 1200 DECKER IN 1300 1345 EVANSVILLE IN 1515 1530 ROBARDS KY — 1555 GUTHRIE KY — 1830 COURTLAND TN — 1915 AMQUI TN — 1930 KAYNE AVE TN 2000 2015 WAUHATCHIE TN 0115 0130 GILSTRAP GA — 0610 ATLANTA /HULSEYGA 0730 — <b>TOFC.</b></p>	<p><b>R124 (DAILY)</b></p> <p>JACKSONVILLE FL — 1900 WAYCROSS GA 2100 2115 FITZGERALD GA — 2300 MANCHESTER GA 0315 0330 BIRMINGHAM AL 1015 1030 OAKWORTH AL — 1315 NASHVILLE TN 1730 1945 AMQUI TN — 2015 GUTHRIE KY 2200 2300 TRENTON KY — 2315 CASKY KY 0001 0045 NORTONVILLE KY — 0130 ROBARDS KY — 0320 EVANSVILLE IN 0405 0600 DECKER IN — 0810 OAKTOWN IN 0925 0940 TERRE HAUTE IN 1040 1055 DANVILLE IL 1200 1215 WOODLAND JCT IL — 1345 CHICAGO TOFC IL 1645 — <b>TOFC.</b></p> <p><b>R125 (DAILY)</b></p> <p>CHICAGO TOFC IL — 1500 WOODLAND JCT IL — 1730 DANVILLE IL 1830 1845 PIMENTO IN — 2100 VINCENNES IN — 2150 EVANSVILLE IN 2345 0130 ROBARDS KY — 0150 NORTONVILLE KY — 0305 CROFTON KY — 0335 COURTLAND KY — 0505 AMQUI TN — 0545 KAYNE AVE TN 0620 0645 NASHVILLE TN 0715 0845 OAKWORTH AL — 1145 BIRMINGHAM AL 1415 1545 MANCHESTER GA 2145 2155 FITZGERALD GA — 0140 WAYCROSS GA 0330 0340 JACKSONV TOFC FL 0615 — JX EXPRT /IMPRT 0830 0900 JACKSONVILLE FL 0930 — <b>TOFC.</b></p> <p><b>R593 (ex SUN)</b></p> <p>DANVILLE IL — 1200 WRO JCT IN — 1245 BLOOMINGDALEN 1430 1440 DANA IN 1515 1525 CHRISMAN IL 1540 1550 GARNES IL 1600 1610 METCALF IL 1615 1620 NEWMAN IL 1700 1710 MURDOCKIL 1720 1730 TUSCOLAIL 1755 1800 ATWOODIL 1830 1840 PIERSON IL 1845 1855 HAMMOND IL 1900 1910 BURROWSVILLE IL 1915 1925 LAPLACE IL 1940 1950 DECATUR IL 2000 — <b>Mixed Freight.</b></p> <p><b>R598 (DAILY)</b></p> <p>LAFAYETTE IN — 0001 BROOKSTON IN 0030 0045 REYNOLDS IN 0135 0145 MONON IN 0200 0230 PLEASANT RIDGEIN 0240 0245 RENSSELAER IN 0255 0310 ROSELAWN IN 0410 0425 LOWELL IN 0440 0455 DYER IN 0555 0610 MUNSTER IN 0625 0700 DYER IN 0730 0800 CHICAGO IL 1000 — <b>Mixed Freight.</b></p> <p><b>R599 (DAILY)</b></p> <p>CHICAGO IL — 2359 MUNSTER IN 0100 0115 DYER IN 0130 0145 ST JOHN IN 0200 0215 ROSELAWN IN 0245 0300 RENSSELAER IN 0345 0400 PLEASANT RIDGEIN 0415 0430 MONON IN 0445 0500 REYNOLDS IN 0515 0530 BROOKSTON IN 0545 0600 LAFAYETTE IN 0700 — <b>Merchandise.</b></p>	<p><b>R594 (ex SAT)</b></p> <p>DECATUR IL — 1400 LAPLACE IL 1415 1420 PIERSON IL 1435 1440 ATWOODIL 1450 1500 TUSCOLAIL 1530 1600 CAMARGOIL 1645 1650 MURDOCKIL 1700 1705 NEWMAN IL 1715 1720 HUME IL 1735 1740 METCALF IL 1750 1800 CHRISMAN IL 1815 1820 DANA IN 1840 1845 HILLSDALE IN — 1900 MONTEZUMAIN 1910 1915 BLOOMINGDALEN 2000 2005 HILLSDALE IN — 2020 WRO JCT IN — 2100 DICKASON IN 2130 2200 DANVILLE IL 2230 — <b>Mixed Freight.</b></p> <p><b>Q595 (DAILY)</b></p> <p>CHICAGO IL — 0100 WOODLAND JCT IL — 0400 WELLINGTON IL 0430 0445 DANVILLE IL 0530 0545 PIMENTO IN — 0730 OAKTOWN IN — 0930 VINCENNES IN — 1020 DECKER IN — 1045 INGLE IN 1145 1200 EVANSVILLE IN 1245 1315 ATKINSON KY 1445 1500 NORTONVILLE KY 1530 1545 COURTLAND TN 1735 1750 AMQUI TN — 1815 NASHVILLE TN 2045 — <b>Mixed Freight.</b></p> <p><b>R596 (DAILY)</b></p> <p>NASHVILLE TN — 1045 AMQUI TN — 1130 CEDAR HILL TN — 1500 ATKINSON KY 1550 1605 ROBARDS KY 1630 1745 EVANSVILLE IN — 1845 KING IN — 2005 OAKTOWN IN 2055 2110 PIMENTO IN 0030 0230 DANVILLE IL — 0305 ROSSVILLE IL 0355 0410 WATSEKA IL 0430 0515 CHICAGO IL 0930 — <b>Mixed Freight.</b></p> <p><b>R597 (DAILY)</b></p> <p>CHICAGO IL — 1600 WATSEKA IL 1800 1900 WOODLAND JCT IL — 1920 ROSSVILLE IL 2000 2100 DANVILLE IL 2130 0030 DICKASON IN 0100 0140 WRO JCT IN 0210 0225 TERRE HAUTE IN 0310 0410 FARMERSBURG IN 0430 0435 SHELBY IN 0440 0445 SULLIVAN IN 0500 0505 OAKTOWN IN 0520 0530 VINCENNES IN — 0550 DECKER IN 0650 0740 FURCELL IL 0750 0800 DECKER IN 0805 0820 FRINGETON IN 0920 0925 KING IN — 0935 EVANSVILLE IN 1030 1700 ROBARDS KY 1805 1825 ATKINSON KY 1900 2000 AMQUI TN — 2345 NASHVILLE TN 0215 — <b>Mixed Freight.</b></p> <p><b>R599 (DAILY)</b></p> <p>LOUISVILLE KY — 1530 SKILLMAN KY — 1905 HENDERSON KY — 2200 EVANSVILLE IN 2230 0015 DECKER IN — 0200 VINCENNES IN 0230 0345 CARLISLE IN 0430 0445 SULLIVAN IN 0500 0545 TERRE HAUTE IN 0615 0700 GREENCASTLE IN 0830 0930 ROACHDALE IN 1000 1015 NUCOR IN 1030 1130 AMES IN 1200 1215 LAFAYETTE IN 1245 — <b>Mixed Freight.</b></p> <p><b>R591 (DAILY)</b></p> <p>LAFAYETTE IN — 1800 LNDEN IN 1835 1850 NUCOR IN 1920 1935 WHITESVILLE IN 1940 1945 HAW CREEK SDG IN 1955 2010 ROACHDALE IN 2020 2035 GREENCASTLE IN — 2110 TERRE HAUTE IN 2200 2310 SULLIVAN IN 0001 0045 DECKER IN 0155 0210 INGLE IN 0300 0405 EVANSVILLE IN 0430 1500 HENDERSON KY — 1530 SKILLMAN KY 1800 1900 LOUISVILLE KY 2130 — <b>Merchandise.</b></p> <p><b>R592 (DAILY)</b></p> <p>BIRMINGHAM AL — 1200 OAKWORTH AL — 1500 NASHVILLE TN 2000 2200 AMQUI TN — 2245 COURTLAND TN 0001 0015 CEDAR HILL TN 0040 0145 CASKY KY — 0230 CROFTON KY 0330 0345 HANSON KY — 0500 ROBARDS KY 0600 0615 EVANSVILLE IN 0700 0830 KING IN 0930 1005 DECKER IN 1040 1105 VINCENNES IN — 1135 OAKTOWN IN 1155 1210 CAYUGA IN 1430 1500 DANVILLE IL 1530 1545 WELLINGTON IL — 1415 WOODLAND JCT IL — 1700 CHG CLEARING IL 2100 — <b>Mixed Freight.</b></p> <p><b>R646 (DAILY)</b></p> <p>HAMLET NC — 1130 MONROE NC — 1300 CATAWBA SC 1400 1430 GREENWOOD SC — 1830 ABBEVILLE SC 1900 1915 FOWLER JCT GA 2230 2359 ATLANTA GA 0115 0145 WAUHATCHIE TN 1145 1415 KAYNE AVE TN 2215 2300 AMQUI TN — 2330 COURTLAND TN — 0001 GUTHRIE KY 0045 0100 KELLY KY 0200 0215 NORTONVILLE KY 0300 0315 BRETON KY 0415 0430 EVANSVILLE IN 0600 0800 VINCENNES IN 1015 1030 CLINTON IN 1210 1225 DANVILLE IL 1515 1530 WOODLAND JCT IL — 1700 CHICAGO IL 1930 — <b>Mixed Freight.</b></p>	<p><b>Q648 (DAILY)</b></p> <p>WAYCROSS GA — 0830 THOMASVILLE GA 1330 1345 SAFFOLD GA 1715 1815 DOTHAN AL 1930 2000 MONTGOMERY AL 0100 0130 BIRMINGHAM AL 0630 0915 OAKWORTH AL — 1415 KAYNE AVE TN 1745 1800 AMQUI TN — 1830 COURTLAND TN 1910 1925 CASKY KY 2130 2255 NORTONVILLE KY 2345 0001 ROBARDS KY 0145 0200 EVANSVILLE IN 0245 0330 INGLE IN — 0400 KING IN 0425 0440 OAKTOWN IN 0545 0600 PIMENTO IN 0655 0740 TERRE HAUTE IN — 0750 DANVILLE IL 0915 1015 WOODLAND JCT IL — 1145 CHICAGO IL 1415 — <b>Mixed Freight.</b></p> <p><b>Q690 (DAILY)</b></p> <p>WAYCROSS GA — 1400 S OGBECHEE GA — 1715 E SAVANNAH GA 1800 1915 AUGUSTA GA 0015 0700 GREENWOOD SC 0945 1100 PARKE JCT SC — 1115 SPARTANBURG SC 1345 1445 BOSTIC YD NC 1600 1630 ERWIN TN 2245 0615 KINGSPORT TN 0745 0900 ELKHORN CITY KY — 1500 SHELBY KY 1545 1645 PAINTSVILLE KY 1945 2030 TORCHLIGHT KY 2130 2145 BURNAUGH KY — 2230 BIG SANDY JCT KY — 2315 RUSSELL KY 2345 0215 MAYSVILLE KY 0515 0520 BH CABIN KY 0525 0530 MELBOURNE KY — 0945 CINCINNATI OH 1045 0200 HAMILTON OH — 0430 INDIANAPOLIS IN 1030 1130 LAFAYETTE IN 1600 1800 CHG CLEARING IL 0030 — <b>Mixed Freight.</b></p> <p><b>Q691 (DAILY)</b></p> <p>CHG CLEARING IL — 0300 LAFAYETTE IN 1000 1200 AMES IN 1315 1345 INDIANAPOLIS IN 1515 1545 HAMILTON OH — 2245 CINCINNATI OH 0130 0100 MELBOURNE KY — 0200 NJ CABIN KY — 0600 RUSSELL KY 0700 1015 BIG SANDY JCT KY — 1045 BURNAUGH KY 1100 1115 PAINTSVILLE KY 1245 1345 PRESTONBURG KY 1415 1430 HALE12 KY 1545 1600 SHELBY KY 1715 1815 ELKHORN CITY KY — 1900 FRISCO TN — 0045 KINGSPORT TN 0100 0230 JOHNSON CITY TN 0345 0430 ERWIN TN 0500 1230 BOSTIC YD NC 1900 1930 SPARTANBURG SC 2030 2130 LAURENS SC — 2300 PARKE JCT SC — 2345 GREENWOOD SC 0001 0100 SALAK SC — 0115 AUGUSTA GA 0445 0730 FAIRFAX SC — 1145 CENTRAL JCT GA — 1330 E SAVANNAH GA 1345 1730 S OGBECHEE GA — 1815 JESUP GA 2030 2100 WAYCROSS GA 2200 — <b>Merchandise.</b></p>
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# Danville Junction Chapter

## National Railway Historical Society

Danville, Illinois

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### ALL ABOARD!

Welcome to the home page of the Danville Junction Chapter of the NRHS. We'd like to take this opportunity to tell you a little bit about the NRHS, our chapter and our museum in Rossville, Illinois. This preliminary page is under construction, so pardon our mess, but at the bottom there are a few links to some other pages we like. We hope you enjoy your visit. Stop again soon!

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In 1935, inspired by the interest in preserving what had passed as well as what lay ahead, a group of rail historians formed the National Railway Historical Society. From fewer than 40 persons, the NRHS has grown to include over 20,000 men and women of all ages and professions in every state and many foreign countries, making it the nation's largest rail historical society.

Our Chapter, chartered in 1968, is a non-profit historical and educational group dedicated to enhancing the enjoyment, knowledge and involvement of rail enthusiasts in the East Central Illinois and West Central Indiana areas. New members are always welcome.

The Chapter maintains a museum in the former Chicago and Eastern Illinois Railroad depot in Rossville, Illinois. Here is preserved the history of area railroads. The building is located next to the Chicago to Nashville mainline of CSX Transportation and is open weekends throughout the summer months. Members who are also model railroaders have constructed a large HO scale model railroad in the former baggage room.

The Chapter also owns a former Wabash Railroad caboose, Number 2824, restored to that road's red and white scheme. It is located at the Monticello Railway Museum in Monticello, Illinois, and is operated by that organization for various occasions.

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### HOT LINKS TO OTHER RAILROAD RELATED PAGES:

[NRHS "Unofficial" Home Page](#)

[C&EI Historical Society](#)

[Cyberspace World Railroad](#)

[Monticello Railway Museum](#)

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Feel free to contact us: Our mailing address is P.O. Box 1013, Danville, IL 61834

Our email address is: [djcnrhs@prairienet.org](mailto:djcnrhs@prairienet.org) This page is maintained by: [Doug Nipper](#)

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Our thanks to the Prairienet staff, in particular Information Provider Coordinator [Karen Fletcher](#), for her generous support.

[To the Prairienet Homepage](#)

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Last updated 11-22-95 by D.J.N