

# 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 \$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.

## OFFICERS FOR 1993

### Our 25th Year

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MEMBER: Illinois State Historical Society  
Congress of Illinois Historical Societies and Museums

Volume 25

July - August 1993

Number 7

## COMING EVENTS

### September 16, 1993

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

### August 8, 1993

Great Midwest Train Show, DuPage Co. Fairgrounds, Wheaton, IL 10-4.

### August 21-22, 1993

Monticello Railway Museum, Caboose Trains. Chapter Wabash caboose #2824 is to be included in train, operates 1,2,3 and 4 PM, \$5 and \$3 admission.

### September 18-19, 1993

Monticello Railway Museum, Railroad Days. Mixed Trains and motor car rides, all day tickets. Chapter Wabash caboose will operated this weekend.

### September 25, 1993

Beech Grove, IN. Model Railroad Show and sale at Beech Grove Benedictine Center, 1402 Southern Ave. 11-4, \$2. admission

### November 20-21, 1993

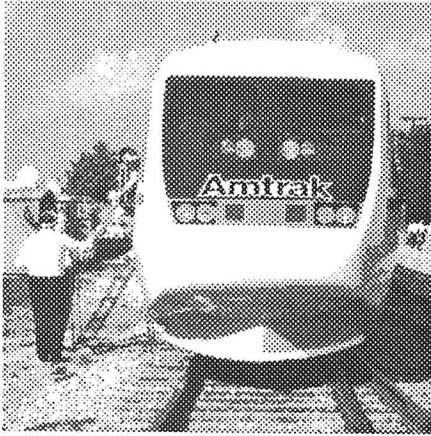
Chapter Model Railroad Show and Sale at Westville High School, Route 1 in Westville, IL. 10-6 PM and 11-5 PM, contact John High.

## NEXT MEETING

The next meeting won't be **UNTIL SEPTEMBER**. We hope you are having a great summer ( and watching some trains at the same time).

We welcome two new members to the chapter. Mr. Mike Pfeiffer, 430 Woodside Tr, C21, Decatur, Il who visited the museum in June. He enjoyed the museum and after a lengthy talk with the members present joined the group. Mike rode the UP steam excursion from St.. Louis to Villa Grove. He is employed as a computer analyst at Illinois Power.

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## AMTRAK X-2000

*By Rick Schroeder*

In the last issue we listed the times the X2000 would be in the area and we hope that many of you were able to visit the train.

On June 17th I decided to leave work a couple of hours early and visit the train in Bloomington. On the way I called friend Roy Scrivner and found out the train was parked at the station in Normal. Roy and his wife were just leaving and we discussed seeing each other there.

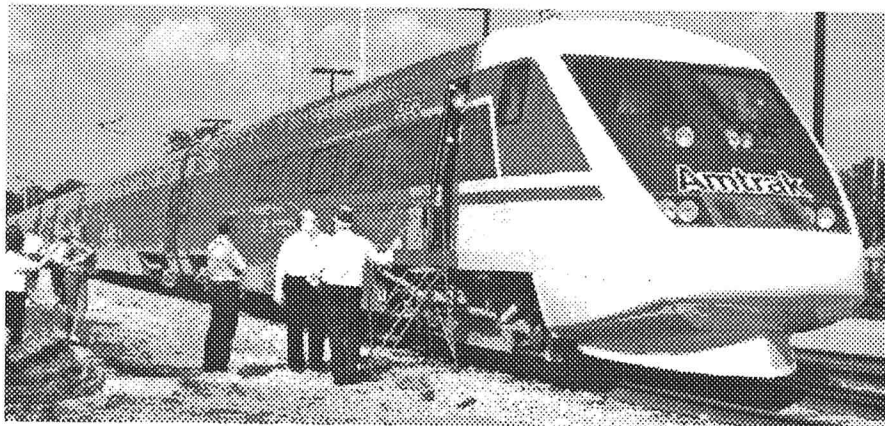
I arrived about 4:30 on a 90 plus degree day. The line was exiting the rear of the train so photos were obtained without many people around. I then started toward the depot and found a long line waiting to enter the fourth car. With my luck of the day Roy was in line and the wait was shortened. However, there was still a 1/2 hour wait to move about 100 feet.

The fifth car and power unit were facing east with two Amtrak diesels attached. We entered the fourth car and the Amtrak people were demonstrating the movement of the last car for curves. As we entered the car we found the reason for the slow moving line, a line coming from the north side of the car.

The equipment is very nice on the inside. The seats appear to be roomy and have the controls for lights and stereo on the armrest. Two of the cars had a pay telephone and one had a fax attached along with a copy machine. The equipment is designed for business travelers as there are two compartments, glass enclosed, for meetings of four people. The snack car is small compared to what I remember on normal Amtrak equipment. Also, the cars seem to be narrower than American equipment.

We exited through the rear car, or lead car when moving south. The controls are on the left and very compact. The front appears to give very little protection in case of a crossing accident, however, the train operates in limited access area, especially like the Northeast Corridor.

I had to buy a tee shirt for the national tour, railfans need the souvenir you know. By the time you read this the train will have returned to the east coast via Indianapolis. I hope you got to see the train, the photo doesn't do it justice.



## AMTRAK'S NEW POWER

In the last issue we had a photo of Amtrak #800 on its way through Danville. By the time you read this many of the 42 new units will be in service. The plan is to base the new power out of New Orleans which will see the new power being added to the *City of New Orleans*.

**ALL  
ABOARD  
AMTRAK**

The AMD-103's, GE model Dash 8-40BP, will have 4,000 horsepower. the units are the

first motive power specifically designed for passenger service and not a derivative of the standard freight service design. The locomotive will have improved fuel efficiency, lower emissions, light in weight and increased crew comfort and crash resistance. The exterior body has flush mounted lights, number boards and grab irons to provide a clean, aerodynamic exterior.

The cab interior is finished with a soft textured paneling to reduce noise levels. It is fully equipped with automatic climate control, desk-style consoles for the operator and assistant, and integrated display screens.

A total of 42 units will be built with the delivery of the total order to be completed by the end of the year. They are different in design and will be highly photographed. Watch for them in our area.

## AMTRAK SOLICITS INTEREST FOR HIGH-SPEED TRAIN-SETS

Amtrak is moving ahead on its plans to buy new high-speed passenger trains by seeking expressions of interest from equipment manufac-

turing firms for the design and construction of up to 51 high-speed passenger train-sets.

The passenger equipment would be required to operate at speeds up to 150 miles per hour and to cut travel time between New York and Boston to less than three hours.

Amtrak said it hopes to buy 26 of the train-sets at a cost of \$400 million for use on the Northeast Corridor. An option would cover the additional 25 train-sets (\$400 million) that could be used on other high-speed corridors to be developed under state and federal programs.

Amtrak plans to pre-qualify firms or consortia capable of designing and constructing the equipment. It will then work with all of the pre-qualified firms to develop final performance specifications of the train-sets. Amtrak hopes to be in a position to award a contract early next year.

Because Amtrak is subject to Buy-American requirements, the equipment would have to be manufactured in the United States substantially from materials and supplies manufactured in the U.S.

Amtrak tested the Swedish-designed X2000 earlier this year and plans to test the German-designed InterCity Express (ICE) train later this year in the Northeast Corridor. It will use the results of those tests in developing its own design specifications for high-speed train-sets.

*Via Rail News Update*

## **ST. LOUIS LIGHT RAIL**

St. Louis light rail on schedule. Despite inclement weather, construction of the Metro Link alignment in St. Louis remains on budget and on schedule with passenger service to begin in July, 1993.

"We are more than 85 percent complete in construction," said Jack Leary, executive director of Bi-State Development Agency. "At some station stops, finishing work will begin soon and in other areas along the alignment, we are still laying track. Overall, we are pleased with progress to date.

*Via Rail News Update*

Ed: The new alignment is not complete in the area of Lambert Field in St. Louis. The proposed line goes through a cemetery on the east edge of the airport. At the present time they are moving the graves to another site and it will be this fall before the line is complete.

## **MAY 1883**

The North-Western line contributes liberally to the instruction of the traveling public in regard to the great world's fair by sending broadcast a handsome folder containing a bird's eye view of the exposition, a colored index map of the grounds, fine views of all the principal buildings with descriptions, and some reassuring statements in regard to the supply and cost of the hotel accommodations in Chicago. It declares that the facilities for the care of visitors will be ample prices ranging, according to the table given, from 50 cents up to \$2 per day for rooms and that 50,000 to 100,000 persons can be satisfactorily served with meals and lunches within the exposition grounds alone.

Drawing room cars for the ride of seven miles to the world's fair are a novelty to be introduced by the Illinois Central. On June 1 it will inaugurate a train of five new and luxurious cars, which will leave Van Buren Street every hour. It will be run on the express track, entirely apart from the world's fair specials, and the fare will be 50 cents each way, including a reserved chair. It is designed to accommodate those

who are willing to pay the extra for protection from the crush of the ordinary trains.

*Via Railway Age*

## **NS, IC, FEC TAKE HARRIMAN AWARDS**

Thirteen railroads having the best employee safety records during 1992 were recognized May 28 through presentation by Secretary of Transportation Federico Pena of the E. H. Harriman Memorial Safety Awards. Gold, silver and bronze medal awards went to railroads in three groups of "line-haul" railroads, and to a fourth group of "switching and terminal companies."

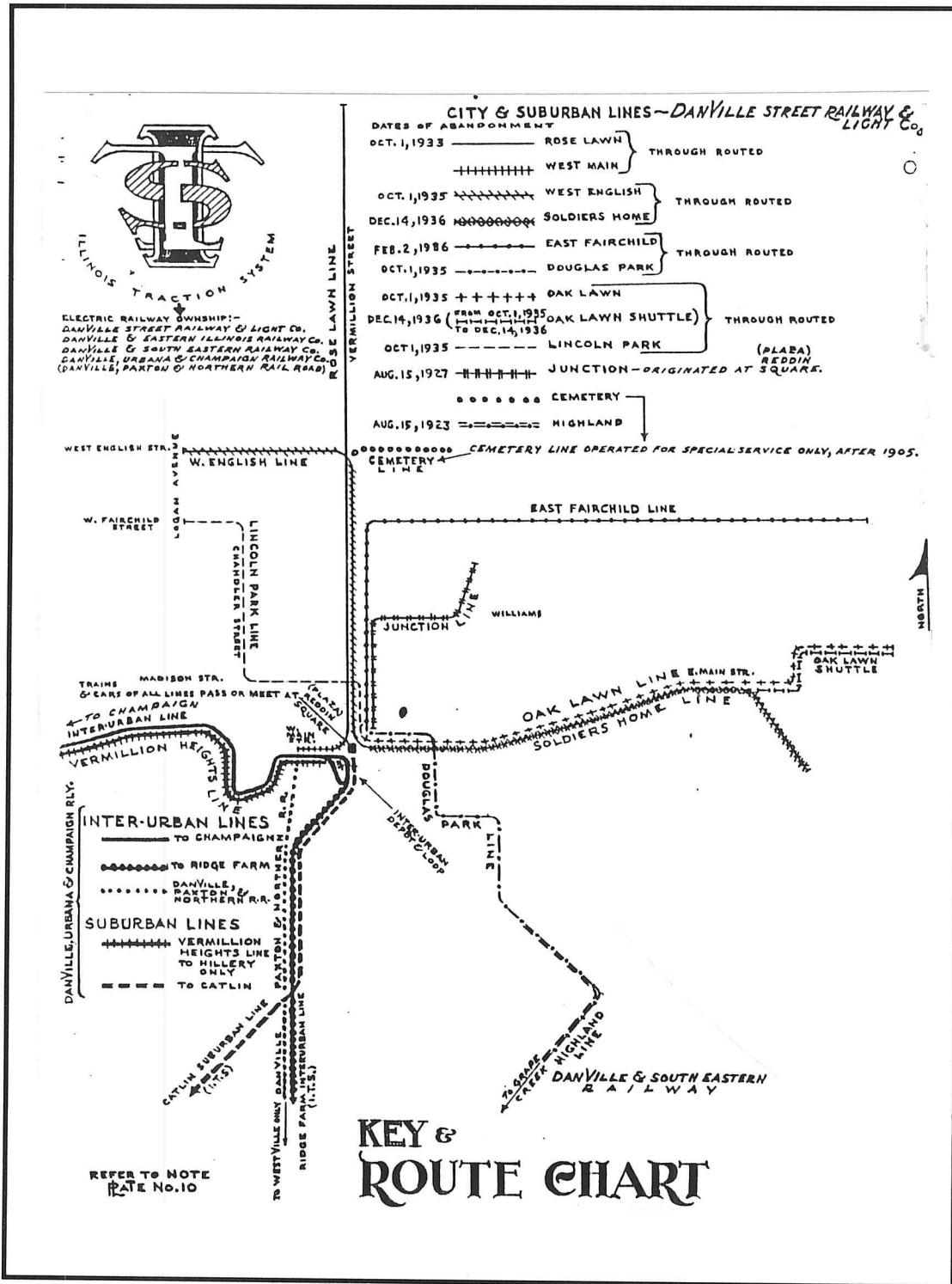
Taking top honors for the fourth year in a row was Norfolk Southern Corporation. It won the gold medal award in Group A, which comprises line-haul railroads whose employees worked 15 million employee-hours or more during the award year.

The silver medal award in Group A went to CSX Transportation, while the National Railroad Passenger Corporation (Amtrak) won the bronze. This is the third consecutive year that these railroads, respectively, have taken the second and third place awards.

Three Chicago-based railroads swept Group B (line-haul railroads with 4-15 million employee-hours). Illinois Central Railroad took the gold medal award, while Northeast Illinois Railroad Corporation (Metra) won the silver and the bronze went to Chicago and North Western Transportation Company.

In Group C (line-haul railroads with fewer than 4 million employee-hours), Florida East Coast Railway Company won the gold medal award

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was abandon in the fall of 1933 with the Lincoln Park line being abandon in 1935. The cemetery line was used only on special occasions after 1905.

Over the years many members have ask how the line operated in Danville. Your editor is not a historian on the local system, so we have included this map showing the active lines.

The city lines were operated by the Danville Street Railway and Light Co. This later became a part of the Illinois Traction System. The IT S was born in Vermilion County. The Danville Paxton and Northern was the beginning of the system that would later spread to St. Louis. The traction company operated only west and south of the city, never on the other routes. The city lines operated on the same lines as the traction for

## DANVILLE STREET CARS

This summer construction crews are resurfacing Vermilion Street from just north of Fairchild to Winter Avenue. In the process some of the last visible signs of the former street

car system are being covered up. Just south of English Street the double track line is still visible in the cracks in the asphalt. As you can see from the attached map, the line was double track to English where the Springhill Cemetery and Lincoln Park lines split off. The north line

the cars that went west to Vermilion Heights and South Danville. Probably the busiest line was the Oak Lawn line that fed to the C&E shops and until 1915, the Junction Line that operated to the Danville Junction station.



The Ridgefarm - Catlin line crossed the river south of the present Civic Center on a trestle. The bases are still visible in the winter among the trees. On Perrysville Road, just east of I-74, the grade down to the river for the Highland Line is still visible (driveway). In Ellsworth Park the piers of the ITS bridge are still visible as is part of the grade. If you travel Chandler Street you will note it is wider than most (street cars) as is English. As soon as you enter the Tilton-Catlin road from Gilbert Street look for a track (cracks) crossing the road on a curve, the last part of the ex-Catlin line. West of Tilton the wide area on the south side is the former right of way and in Catlin the radius on the northwest corner of Sandusky and the Tilton road is due to the traction.

So the signs of history are still present, and maybe more than noted above. These will be around for many years, but the younger generation will never know that the traction system was around.

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Continued from Page 3

for a record 17th consecutive year, while Lake Superior & Ishpeming Railroad Company took the silver. Inasmuch as Bessemer and Lake Erie Railroad Company, and Duluth, Winnipeg & Pacific Railway, ended the year with identical records, each received a third place bronze medal award.

In Group ST (Switching and Terminal companies), Alton & Southern Railway Company won the gold medal award. The silver medal award went to Terminal Railroad Association of St. Louis, and the bronze was awarded to River Terminal Railway Company.

The annual rail employee safety awards were founded in 1913 by the late Mrs. Mary W. Harriman in memory of her husband, Edward H. Harriman, a pioneer in American railroading. For many years the

program was sponsored by two sons, E. Roland Harriman and The Honorable W. Averell Harriman, both now deceased. The awards are now administered under the auspices of the E. H. Harriman Memorial Awards Institute, with support from the Mary W. Harriman Foundation.

*Via Rail News Update*

## CSX - NASHVILLE TO CHICAGO LINK

The Service Reliability Task Force of CSX has targeted the Nashville to Chicago corridor for service improve-

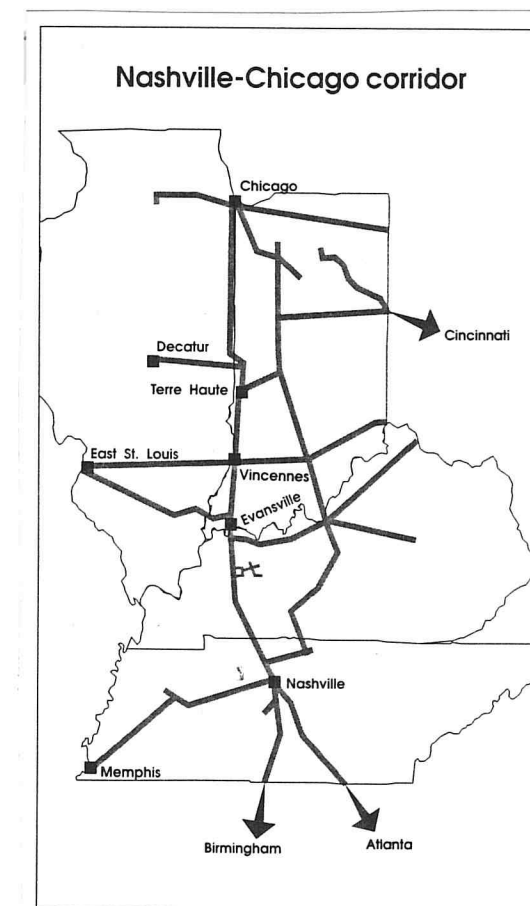


merchandise traffic. Nearly 20 percent of the merchandise traffic moved over the line including one-third of the automobile traffic. At the present time it is taking 40 hours to get the average car through the Nashville Terminal. The plan is for a 28 hour time limit. They will study if the trains are being built and ready to depart on time and to the point of whom talks to whom when the train is ready to dispatch.

As part of the task force mission, John Orrison, assistant vice president operations-research, led an effort to benchmark a competitor yard in North Carolina. Nashville's Radnor Yard is slightly larger and processes 1,850 cars every 24 hours compared to 1,618 for the study yard. However, the competitor keeps it's yard more current by dispatching trains more frequently. No cars are held more than 24 hours and yard personnel make sure that all cars make connections.

Phase 1 of the study will include all of the Nashville Terminal, and all train operations of the CE&D (our line) and Henderson subdivisions, including trains to and from the Monon at Terre Haute.

(Ed. Part of the improvements to improve service started with laying welded rail through Danville on the runner and upgrading the main track. It is planned to increase speed for the through trains to speed service through the corridor.)



ments. Later, what is learned from the line will be expanded across the system.

The task force will review the corridor because it is a vital artery for

## NEW STEAM AT THE IRM

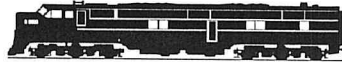
One of America's largest railroad museums, the Illinois Railway Museum at Union, Il, near Chicago, is still busy acquiring additional steam locomotives and other significant rail exhibits. Now safely on the property is ex-C&O 2-8-4 #2707, which arrived April 10 after a 24-hour move over CSX and C&NW from Cleveland via CSX's Barr Yard.

Cosmetic restoration of the engine is expected to get underway this year. Also still under restoration by Bob Johnson is his ex-Grand Trunk Western 4-8-4 #6323, the sister of #6325 recently acquired by Jerry Jacobson for the Ohio Central RR. Bob's effort on #6323 has been underway for several years and is expected to take at least several more before the Class U3b is ready to roll once more. The steam equipment active at the museum this season will be again ex-SLSF "Frisco" 2-10-0 #1630 and later on, after its FRA 5-year inspection is completed, the 3-truck Shay, #5. Enroute to the IRM from Beaumont TX is #975, an ex-Texas & New Orleans (Southern Pacific) 2-10-2, which is now in a Beaumont rail yard being prepared by an IRM crew for movement to the museum. Also enroute to the museum is ex-Union Pacific rotary snow plow #90075 from Kansas City.

Still relatively new to the museum are Chicago, Burlington & Quincy 2-8-2 #4963 and #637, a CB&Q 4-6-0 once on display at the old CB&Q roundhouse in Aurora, Il. The IRM retains only one ex-GTW 0-8-0, #8328 and one LS&I 2-8-0 #154. Some of these pieces, such as the #265 and the #2050, are stored inside long 3 to 4 track sheds which protect them nicely from the elements but make visibility and photography difficult, while others, such as #35 and #154, are still located outside awaiting space inside. The IRM enjoys good working relations

with the nearby C&NW, over whose line anything entering or leaving the IRM must move. The museum has no plans to be involved with any steam excursion activity. Incidentally, the museum is planning a night photo session during the NRHS convention in Chicago in July. It will be managed by the North Western Illinois Chapter for the IRM.

*Via Ties & Tracks*



## CONRAIL

Conrail has installed "Locotrol II" equipment in C40-8W units #6050-6059, allowing these units to be used as mid-train remote control units. As suspected, the first assignment of these units was on coal trains operating from mines located on the former Monogahela, however this was changed. Recently, in what appears to be a rather surprising move, Conrail has begun to operate some monster tonnage drags on the Chicago mainline using these units. The train has been seen passing through Cleveland on a daily basis, usually with two units on the point and another two in the middle of the train.

The first of the Conrail "SD40-2E" units have begun to show up, with unit numbers starting at #6960. The "SD40-2E" units, which were originally planned to be called "SD40-3" units, are SD-40 units being rebuilt and upgraded by the Juniata Shops in Altoona. At one time, it was expected that Conrail would only do about 30 of these units but some late word now says that Conrail may rebuild about 110 "SD40-2E". If this is done, look for them to be in the #6960-7069 number series. Strangely enough, all of the rebuilds done so far have come out painted in the standard Conrail

blue paint scheme with white frame-stripe, but not wearing the "Quality:" scheme.

*Via the Mainline*

## DEVELOPMENTS ON THE PRR FORT WAYNE LINE

The North Western Indiana Regional Planning Commission (NIRPC) will study the merits of establishing a high speed, high tech rail line between Fort Wayne and Gary over what is now the west end of the former Pennsylvania Railroad mainline. Before the study begins, the City of Gary, one of the leading proponents of the plan, must convince the ICC to force Conrail to keep the right-of-way intact. NIRPC officials said that full abandonment of the line would permit Conrail to

sell the land piecemeal rather than to preserve it as a useable right-of-way. If the project is approved, it would cost an estimated \$300 million and take twenty

**CONRAIL**



years to build. The ICC recently gave Conrail permission to abandon 17.8 miles of the line between Valparaiso and Tolleston. The matter is not closed, however, as any public use condition could be imposed at a later date.

*Via MVR Newsletter*

Another, probably later, article puts the sale/abandonment of the line on a "positive hold". During the week of April 5th, officials of Conrail and (probably) Norfolk Southern were to have met in Fort Wayne to tour the Roadrailer terminal and also the rail line itself. It is claimed Norfolk Southern wants to buy the line from Fort Wayne all the way to Valparaiso

because of excessive traffic on their parallel ex-NKP line. Conrail would retain trackage rights to Warsaw for access to their Elkhart-Anderson line.

*Via The Train Order*

## W&LE

The W&LE appears to be adding to its fleet of leased units. The fleet has recently consisted of about 18 ex-NS GP-35 units, 14 ex-Mopac Oxford Leasing/Wisconsin Central units, and 9 WC SD-45 units, but recently there once again appears to be some change. In addition to these units, Conrail SD40-



2 units and CSX SD40-2 have also begun to make appearances, but we are not yet sure as to whether the units are on short term lease, long term lease, or just plain run through power of some sort. In addition to these the W&LE was also recently seen using Akron & Barberton Belt Line SW-1200 #1203 as the yard switcher in Brewster. As always, we will try to keep you up to date on this ever changing regional operation.

*Via the Mainline*

## NS, KCS PLACE NEW CAR ORDERS

Gunderson Inc. has received orders for 1,325 new freight cars that will keep the car builder's production line in full production into the first quarter of next year.

Included in the \$75 million worth of orders are 625 boxcars for use on Kansas City Southern to serve the paper industry, and 100 Maxi-Stack III platforms and 600 All-Purpose Husky-Stack cars for Norfolk Southern.

Two different types of boxcars are included in the KCS order, 400 fifty-foot, 100 ton cars and 225 sixty-foot, 100 ton cars. The cars are

## Lafayette, IN.

Progress is proceeding on part of the relocation project, however, a portion of the Wabash and Erie Canal has put a halt to about 1000 feet of the project.



Just prior to the Fourth of July the construction company was over-excavating a portion of the roadbed north of the Route 26 bridge. In doing so they discovered the remains of the wharf area in the original downtown area of Lafayette. At this point the canal was 40 feet wide and the timber wall, about 6 feet high, is on both sides. The wall is made of 16 inch square white oak timbers about 20 feet long. Each is keyed to the next and "keyed" tiebacks hold the wall in place. The historical preservation has started on the wall and the excavation and documenting will be completed by August 1. A report will be written and approved by the Federal Government. Upon approval the contractor will commence burying the wall under the future trackwork for NS and CSX.

Work outside the area is progressing with the Harrison Street bridge about 80% complete along with most excavation north of Brown Street. The new Ninth Street underpass has been completed and with that, Canal Road has been closed and removed.

At Wabash Avenue the CSX bridge has been set. South of Route 26 much of the grading and underdrain work has been completed. South of Smith Street the contractor will start on drainage structures and grading. The contractor is still saying that November 1, 1993 will be the cutover to the new alignment for CSX, however, it appears he is very optimistic.

## Springfield, IL.

On July 13 a preconstruction conference was held for the East Track Segment construction. This will involve the SP trackage from Iles Tower south to Hazeldell. Work will begin around the middle of August on grading on the new alignment section. This contract is due to be completed July 1, 1994. Cutover at Iles should be in late spring of next year.

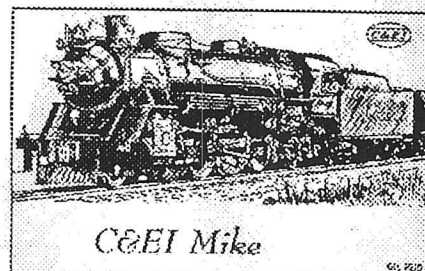


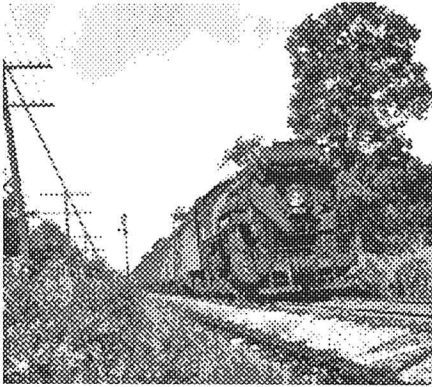
The West Track Segment construction has been held up due to lack of materials. The logjam has broken free and around the first of August rail and OTM will start arriving for the project. This section is already 4 months behind schedule, no fault of the contractor however.

being purchased by Car Land, Inc., a KCS Industries subsidiary.

The double-stack cars will be leased by NS. The Husky-Stack can carry either trailers or double-stacked containers. When carrying trailers, it can carry two 28-foot or a single 40 to 53 foot trailer.

*Via Rail News Update*





Peoria and Eastern #39 heads east out of Danville and is passing the home signal at the Milwaukee Railroad crossing on the east edge of the city in this 1940 photo by L. Methe, uncle of member Hank Sherwood.

## AMTRAK

Amtrak has displayed ADM-103, or P40BH as really known, #803 at Washington in April for its board meeting. As noted in the last issue, No. 800 moved east on NS following testing in Pueblo, CO. All units are being delivered fully painted in a new scheme. Six of the units will be conditionally accepted for use on Autotrain for testing. Additional units will be used on the Crescent and Sunset Limited. Final delivery is scheduled to add the new power to the City of New Orleans. This should be late fall before the change comes in our area.

The X-2000 (see article this issue) was to be pulled by one of the new units on its U.S. tour. Amtrak is negotiating to keep the train in the US until the end of the year for use on Metroliner service. Amtrak has ask for preliminary proposals for high speed trains in the US. The request is in preparation for asking for bids for actual equipment. With the "Buy US" policy the cars will be built here with US parts.

Around the first of July the InterCity Express train from Germany is expected to arrive on our shores. The

train will be used in the Northeast Corridor beginning in October after summer testing. (The train will be in Illinois for tours this year as well as a Spanish train later. Ed.)

Congress has approved an Amtrak request for \$10 million which will keep the Beech Grove, Indiana shops open for a short time. Amtrak hopes to keep the overhaul program going until the fall with an additional \$21 million needed to maintain present levels. Recently Amtrak acquired 10 ex-P&LE MP15 locomotives. They will be rebuilt by Conrail's Juniata shop.

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Our second new member is William Pearson, 16593 Attica Road, Rossville, IL. Bill is retired from the Wabash and N&W where he worked in the B&B department. He has been mowing our yard (acres) recently with his riding mower and we appreciate his help.

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## JACKSON & SOUTHERN, GOLDEN CAT RAILROADS SHUT DOWN

Closure of Golden Cat Corp.'s Oran, Missouri, "Kitty Litter" production facility has resulted in the shutting down of the Golden Cat Railroad, and the suspension of operations on the Jackson & Southern.

The Golden Cat owned an 11 mile segment of the former Missouri Pacific Belmont Branch between Delta and Oran. The Jackson & Southern, a subsidiary of the Cairo Terminal Railroad, based in Cairo, Illinois, was created in 1984 to operate the 18 mile former Missouri

Pacific Jackson Branch between Delta and Jackson, Missouri, for its owner, the Jackson Industrial Development Corp. The J&S also operated the Golden Cat Railroad under contract to the Golden Cat Corp.

In 1990, JIDC sold its tracks and right-of-way to a group of Cape Girardeau County investors involved with the St. Louis, Iron Mountain & Southern, a steam and diesel powered tourist railroad headquartered in Jackson.

The J&S will continue to exist as a paper railroad, retaining interchange rights with Union Pacific at Delta. Disposition of the Golden Cat line is uncertain, although there appears to be at least one group interested in purchasing the line.

*Via The Gateway Railletter*

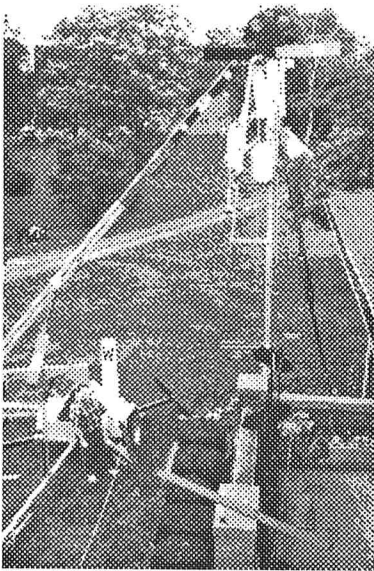
## TERRE HAUTE, BRAZIL AND EASTERN

A federal bankruptcy judge has approved sale of the THB&E for \$2.256 million to Sumitomo Corporation of America. The sale includes rail, ballast and OTM. In addition the viaduct spanning Indiana 59 at Brazil will be sold for a highway improvement. The work is to be completed by December. The railroad filed bankruptcy in June of 1990 after failing to pay on a \$2.4 million loan from Greyhound Financial Corp. The railroad used the loan to buy the 38 miles of line from Terre Haute to Limedale from Conrail.

Jadcore Inc, a Terre Haute plastics firm, has obtained a 30-day period permitting continuous rail service to the plant. The company, located on Fruitridge Avenue, is seeking to negotiate a purchase of about four acres of property and tracks into its plant to maintain rail service after the line is abandon.

*From John Fuller*





Allen Cooke mans the lift while Doug N, Bob G. and Allen's son Ned install the blades on the tower.

## TRAIN ORDER SIGNAL PROGRESS REPORT

On June 19, 1993 the train order signal at the Rossville Museum, formerly from North Yard in Danville, was once again adorned with the colorful semaphore lenses and blades that make it look, well, like a signal. Indeed a change from a silver mast alone.

A special thanks to honorary member John Cooke Sr. for the use of his car to tow the rental bucket lift trailer, which made the entire job possible and safe. Thanks also to Allen Cooke, who arranged the rental and drove the car; Ned Cooke, Rick Schroeder and Bob Gallippi for their mast climbing and hardware persuasion skills; and yours truly, "Bucket Hog Signal Maintainer Doug" for operating the bucket lift. In that respect, thanks to Vermilion Rentals for having that truly wonderful device to rent. The best \$100

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Bob G., Doug N. and Ned Cooke (behind the mast) get ready to install the last blade.

we ever spent!

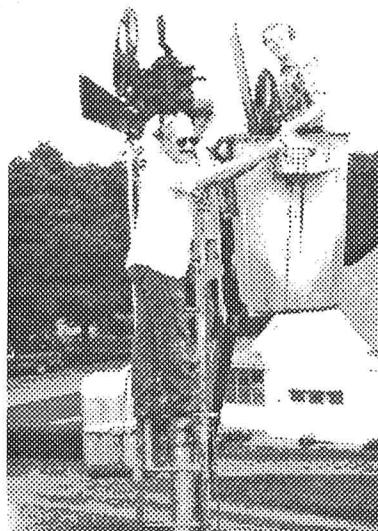
Most of the pipe work on the upper part of the mast was completed, so now the work that remains is to finish the pipe work at the base of the signal and into the building. But what progress we have made in one year. Greg Bullias said that one CSX engineer told him that the signal looked better than he had ever seen it before. That's a compliment we'll gladly accept.

*Doug Nipper*

### TRAIN ORDER SIGNAL FUND

In Memory of all Operators and Signalmen on the Chicago and Eastern Illinois Railroad and predecessor railroads.

Richard M. Schroeder In memory of Bernice Schramm and the Richter family. - Doug Nipper In memory of Carl "Mickey" McGuire and all of the maintainers who kept the signals lit. - John A. Cooke - Robert Gallippi - Allen Cooke - Louise Powers Finney In memory of Mr. Lauer, tower operator at Steger, IL - Dave Sherrill - Randy Rippy



## MEETING MINUTES - JUNE 17, 1993 - PALMER BANK

There were not enough members in attendance to conduct business. As information only, the Secretary's and Treasurer's reports were read. They will be read again officially at the September meeting. A general discussion followed, all issues tabled until September.

## THE STANDARD CLOCK

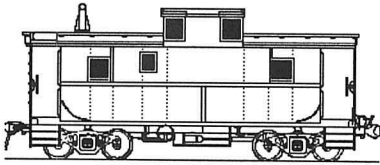
### JULY AND AUGUST OF YEARS PAST

**July 1969-** The Chapter was planning its first field trip to the Illinois Railway Museum at Union, Illinois.

**August 1972-** Rick Schroeder aquired his first motorcar. The L&N provided him with the car from Pence, Indiana, a Fairmont Model M-9. His comment was " Now, not only am I the only one on my block to have marker lights on the garage, I am also the only one with one of these things in the backyard".

**July 1979-** The legal notice appeared in the Danville Commercial-News wherby the Milwaukee Road announced its intent to abandon its line east of Danville and aquire trackage rights on Conrail between Chicago and Terre Haute.

**August 1988-** The Chapter took possession of its second caboos. N&W #562824 (former Wabash #2824) joined the roster along with UP caboos #25267. It was delivered to the Monticello Railway Museum in Monticello, Illinois. This caboos was subsequently completely restored by Chapter members with generous donations from many sources.



## **WHEEL REPORT**

**THE WABASH CABOOSE IS ON THE MOVE.** Actually the move is short and will be confined to the Monticello Railway Museum in Monticello, Illinois.

As noted in the events schedule our caboose will be used during two weekends at the museum. Last year we chartered the caboose and were disappointed with the turnout for the ride. This year the caboose will be part of the trains used by the museum. Some of us plan to ride and act as a car host and help the museum personnel with the passengers. We invite you to come ride with us.

Non-MRM members will be required to pay the normal fare to ride the trains. However, this will be your opportunity to help the MRM and ride our caboose at the same time. On both days two trains will be in operation. The cabooses are usually the favorite for riders so come early and get a copula seat.

**CONRAIL ABANDONMENT OF P&E ANNOUNCED.** Though it is about three years down the road, Conrail has officially published the notice on June 21 for anticipated abandonment of the former Peoria & Eastern, known as the Pekin Secondary, from Danville to Peoria, Illinois. This includes MP 2.90 to 78.30 on the secondary, 37 miles of trackage rights on NS, 1 mile of rights on the TP&W and 6.75 miles on the P&PU. The line is listed as category 1 which makes it subject to abandonment within the next three years. The line from Danville to Schneider is also indicated on the map with a dark line, however the

notice is not given as it is published in the Indiana papers. Presently the line is out of service from Jackson Street to Tab, just north of Danville. The balance of the line is switched via Kankakee.

The rail segment from Terre Haute to Danville (Hillary Yard) via Paris and the Olin Secondary are not indicated for abandonment. The Pekin line now sees one train westbound one day and eastbound the next between Danville and Peoria. A daily train operates south to Terre Haute from Danville. The recent rejection by the unions at the GM former Central Foundry in Danville of negotiations with a new firm are sealing the fate of the plant. Conrail switches the plant daily and handles about 30-40 cars a day. The interchange with NS and CSX in Danville is also heavy, mainly due to the foundry. There may be portions of the Pekin Secondary sold off. The Illinois Central will probably be interested in the segment from Champaign to Andersons grain facility west of Champaign. NS was rumored to be interested in the segment west of Mansfield, however, trackwork on the former NKP line is in progress and with the considerable amount of work to be done on the P&E is doubtful if NS would trade lines.

NS still serves Champaign and gets to Urbana via Conrail. The site of the former P&E shops in Urbana are home to an asphalt plant that during the summer sees heavy rail traffic of tank cars. NS may purchase this line to continue service to Solo Cup and then service the asphalt plant. They would have to purchase the line from Champaign tower to the east end of the former yard. We will keep you posted on the fate of the former P&E line.

**1993 FLOOD** By now you have seen many photos of the flood along the Mississippi and in the railroad publications there will be many photos of the flooded rail lines along with the detour trains. Hopefully

some of you were able to catch the foreign power on the local lines. The ATSF detoured on the IC, NS and the UP. On July 29 a northbound train was spotted on the SP in Springfield with a total of 10 units, some from ATSF, UP, CR, SP. The TP&W was heard south of Decatur on NS. All rail lines crossing the Mississippi north of St. Louis were out of service at some point in time.

NS lost about 3000 feet of their line west of Moberly due to the Missouri River. A larger portion was under water. On the Illinois side the Sny Levee broke and 5 miles of NS went under water. In one area signals were covered, a depth of 15 feet. As the engineers retreated in the hi-rail truck they watched bridge after bridge get washed out. NS has 7 bridges that were damaged or lost east of Hannibal. NS is detouring through Memphis and north to Minneapolis.

Prior to the collapse of the levee the signal department had removed all equipment on the line. NS has been dumping 600 cars of sand to build up the levee and that, as well as bridge and tracks, has been lost. To date NS is estimating damage at \$2 million for Illinois and \$3 million for Missouri. That cost does not include labor to remove equipment and build levees and the cost of detours.

The Santa Fe lost a bridge in Missouri and the Gateway Western has 20 some miles under water with over 3000 feet washed out to a depth of 70 feet where the Missouri River changed its course.

Over the next several months you will see many photos in the railroad publications of the rebuilding of the rail lines. Also, many of the detours will continue for many weeks. We can only feel sorry for all of the peoples that lost their homes and possessions. We hope that many of you have felt generous and contributed to the American Red Cross to

help with this disaster.

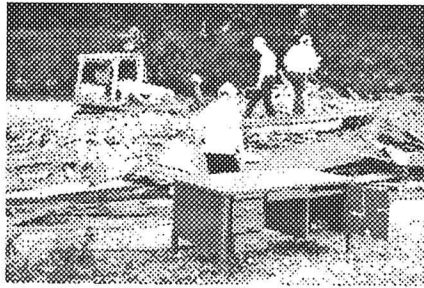
**BN AND SP CENTRALIZE DISPATCHING** Burlington Northern is in the process of making Fort Worth its centralized train dispatching center. Work should be complete in 1994, when the Springfield, Missouri and Minneapolis centers would be relocated to Fort Worth. In 1995, the centers at Seattle and Alliance, Nebraska would also be relocated.

The SP is also moving dispatchers to Denver. On August 1 the Springfield dispatchers moved to Denver. Houston will follow along with others. SP is also moving all engineering to Denver with the Springfield line being handled out of Denver.

**AMTRAK** has been having trouble with the new AMD-103 units. The units were placed in service on AutoTrain and began having trouble. One unit lost the computer display while enroute and delayed the train 5 hours. The Automatic Train Control's cab signals system display often conflicts with the lineside signals. On another occasion the brakes applied when the speed of the train accelerated over 5 mph. Technicians are working on the problems.

## **NORTH YARD - THE FINAL CHAPTER**

On Wednesday, July 14, 1993 the walls came tumbling down. The former North Yard building fell victim to a Chessie System bulldozer as part of a clean-up project in the Danville area. Having stood for nearly a year after the operator's job was closed on July 24th of last year, the 1926 vintage structure was looking pretty derelict. According to Allen Cooke, the signal people told him that it was mainly being done to prevent arsonists from burning the office down. This would endanger their \$1 million computer cabinet



Only a pile of wood and a desk mark the spot of North Yard. The memories are still there.

which was but a few feet away. So the deed is done.

Just as a house is not a home, then neither does an old railroad building contain any special qualities on its own. It is a combination of the place, the people and the events that endear a place to our hearts.

I feel so lucky that for 14 years of my life I was able to spend much of my free time at North Yard, drinking in the experiences of some of the very last days of the "old school" way of railroading. I saw the change from train orders copied on flimsies to computer printed track bulletins, from old telephone jacks and selectors to Touch-Tone phones and digital data transmission. And finally, the old control panel and the hundreds of relays that made the interlocking work, to the modern computer interlocking which spelled the end of local control of the "Danville Triangle" and all of the jobs that went with it. But through it all, the trains still run.

I saw many things happen at North Yard, some routine, some not. Some downright scary. I met more people than I could count. Some of them regular folks, the rest railroaders, and a few characters extraordinaire. I'll look back on this time of my life for the rest of my life. And Bob Barker, it wouldn't have been possible without you. Thanks for your patience and friendship over the years.

R.I.P. North Yard. We will miss you.

## **NORFOLK SOUTHERN BUYS FIFTY 4,000 HP EMD LOCOMOTIVES**

Norfolk Southern is buying 50 model SD70 locomotives from the Electro-Motive Division of General Motors.

This is the initial order for the 4,000 horse-power, direct current locomotives, which were introduced at the Railway Supply Convention last fall in Chicago.

"These new SD70 locomotives will provide increased productivity and lower life-cycle costs through an innovative mix of proven components including the radial truck, EM2000 microprocessor, and EMD's electronic fuel injection," said John Jarrell, EMD general manager.

He said the locomotives provide enhanced wheel life as well as an 11 percent increase in tractive effort.

Three demonstration SD70 locomotives have undergone extensive and rigorous testing at the AAR's Transportation Test Center in Pueblo since they were introduced last year.

*Via Rail News Update*

## **AMTRAK**

Amtrak workers get layoff reprieve. More than 250 workers at Amtrak's Beech Grove maintenance yard in suburban Indianapolis expecting lay-off notices got a two-month reprieve from Congress Friday.

Without the announced \$10 million funding extension, the workers were facing layoffs beginning next Friday.

Sens. Richard Lugar and Dan Coats, both R-Ind., jubilantly announced that key members of the House and Senate would sign a \$10 million funding extension sometime Friday to keep the doors open at the huge



repair shop for locomotive and passenger cars.

The two-month breathing space will allow time for exploring longer term funding strategies, the Hoosier senators said. Coats said he would fly to Indianapolis to deliver details on the situation in person.

An Amtrak public affairs expert in Chicago, Debbie Hare, had said (May 13th) that the layoffs set for May 21 would affect more than 300 workers.

The jobs at the massive repair yard mainly are maintenance and repair of both the mechanical works and interiors of passenger cars and engines. From a UPI story by Ed Stattmann dated May 14, 1993.

Via Rail News Roundup

## KCS COMPLETES MIDSOUTH ACQUISITION

Kansas City Southern Industries, parent company of Kansas City Southern Railway, completed its acquisition of MidSouth Corp. June 10.

The deal was completed just six days after the Interstate Commerce Commission approved KCSI's application to take control of MidSouth and its rail subsidiaries.

In approving the plan, the Commission noted that there was no public opposition to the plan and that the transaction was basically an end-to-end rail unification.

George W. Edwards president and CEO of KCSR, said the unification "will lead to significantly reduced shipping time of transcontinental traffic."

He said the new system's "expanded resources will allow us to aggressively compete in the rapidly growing intermodal market, as well as gain expanded access to the thriving



# CSX Transportation Locomotive Roster

(Corrected to May 1, 1993)

ROAD NUMBERS	CSX CLASS	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	PRIOR ROAD	TOTAL	NOTES
116	FP7A	EMD	1500	B-B	SBD	1	1
117	FP7B	EMD	1500	B-B	SBD	1	2
118	FP7A	EMD	1500	B-B	SBD	1	
1010-1029	Yard Slug	EMD/PNC		B-B	CHE	20	3
1038-1050	Yard Slug	EMD/CHE		B-B	CHE	13	4
1066	GP18	EMD	1800	B-B	SBD	1	
1100-1129	SW1500	EMD	1500	B-B	SBD	30	
1130-1139	MP15AC	EMD	1500	B-B	SBD	10	
1140-1149	MP15	EMD	1500	B-B	SBD	10	
1150-1194	MP15AC	EMD	1500	B-B	SBD	45	
1200-1241	MP15T	EMD	1500	B-B	SBD	42	
1300	SW1200	EMD	1200	B-B	RFP	1	
1500-1524	GP15T	EMD	1500	B-B	CHE	25	
1888-1987	U188	GE	1800	B-B	SBD	50	
2001-2129	GP38	EMD	2000	B-B	CHE	25	
2131-2188	GP38	EMD	2000	B-B	SBD	45	
2200-2279	Road Slug	EMD/PNC		B-B	CHE/ICG/SBD/SP	80	5
2280-2330	Road Slug	EMD/MK		B-B	CHE/SBD	50	5
2400-2404	SD20-2	EMD/PNC	2000	C-C	CHE	5	7
2420, 2421	SD35M	EMD	2000	C-C	SBD	2	
2450-2454	SD38-2	EMD	2000	C-C	SBD	2	
2500-2716	GP38-2	EMD	2000	B-B	SBD	217	
3000-3008	BQ23-7	GE	2250	B-B	SBD	9	
3100-3143	B23-7	GE	2250	B-B	SBD	44	
3209, 3225	U238	GE	2250	B-B	CHE	2	
3236-3324	U238	GE	2250	B-B	SBD	46	
4200-4266	GP39M	EMD	2000	B-B	CHE	64	
4280-4299	GP39	EMD	2300	B-B	CHE	17	
4300-4319	GP39-2	EMD	2300	B-B	D&H	20	
4426	GP35	EMD	2500	B-B	RFP	1	
4447	GP40-2	EMD	3000	B-B	CHE	1	8
4505-4545	SD35	EMD	2500	C-C	SBD	10	
4550-4577	SD35	EMD	2500	C-C	CHE	4	
4584, 4589	SD35	EMD	2500	C-C	SBD	2	
4600-4612	SD40	EMD	3000	C-C	SBD	11	
4613-4621	SD40	EMD	3000	C-C	CHE	8	
5200-5224	Road MATE	GE		B-B	SBD	21	9
5500-5516	B30-7	GE	3000	B-B	SBD	17	
5517-5580	B30-7	GE	3000	B-B	CHE	64	
5727-5805	U368	GE	3600	B-B	SBD	28	
5806-5925	B36-7	GE	3600	B-B	SBD	120	
5930-5949	B40-8	GE	4000	B-B	NYS	20	
6000-6318	GP40-2	EMD	3000	B-B	CHE	213	
6346-6391	GP40-2	EMD	3000	B-B	SBD	24	
6392	GP40-2	EMD	3000	B-B	CHE	1	
6393-6399	GP40-2	EMD	3000	B-B	RFP	7	
6400-6461	GP40-2	EMD	3000	B-B	CHE	7	10
6462-6483	GP40-2	EMD	3000	B-B	SBD	22	10
6484-6499	GP40-2	EMD	3000	B-B	CHE	16	10
6500-6645	GP40	EMD	3000	B-B	CHE	87	
6649-6825	GP40	EMD	3000	B-B	SBD	75	
6826-6854	GP40	EMD	3000	B-B	CHE	12	
6855-6860	GP40	EMD	3000	B-B	RFP	7	
6900-6947	GP40-2	EMD	3000	B-B	CHE	45	10
7000-7094	C30-7	GE	3000	C-C	SBD	94	
7258	U30C	GE	3000	C-C	SBD	1	
7500-7646	C40-8	GE	4000	C-C		147	
7650-7920	CK40-8	GE	4000	C-C		271	11,12
8000-8241	SD40-2	EMD	3000	C-C	SBD	242	
8242-8261	SD40-2	EMD	3000	C-C	CHE	19	
8262-8357	SD40-2	EMD/CSX	3000	C-C	SBD	30	13
8360-8437	SD40-2	EMD/CSX	3000	C-C	CHE	47	14
8439-8488	SD40-2	EMD/MK	3000	C-C	CHE/MP/SP/UP	50	15
8500-8552	SD50	EMD	3500	C-C	SBD	53	
8553-8595	SD50	EMD	3500	C-C	CHE	43	
8596-8623	SD50	EMD	3600	C-C	SBD	28	
8624-8643	SD50	EMD	3600	C-C	CHE	20	
8700-8709	SD60	EMD	3500	C-C		10	
8950-8972	SD45-2	EMD	3600	C-C	SBD	16	
TOTAL						2978	units

- NOTES**
- 1 - Builder's model F7A (originally built as F3A)
  - 2 - Builder's model F7B
  - 3 - Converted from GP9 units
  - 4 - Converted from GP7, GP9 units
  - 5 - Converted from GP30, GP35, GP40 units, retaining carbodies and fuel tanks, to be paired with GP40-2 mother units
  - 6 - Converted from GP30, GP35 units, retaining carbodies and fuel tanks, to be paired with GP40-2 mother units
  - 7 - Rebuilt from SD35 units
  - 8 - Unit preserved in Chessie paint scheme with original road number
  - 9 - Low-profile "Motors to Assist Tractive Effort" built with traction motors and fuel tanks, to be paired with U36B mother units
  - 10 - Converted to slug mother units
  - 11 - Widese units
  - 12 - Units 7872-7920 to be delivered through June 1993
  - 13 - Rebuilt from SD40, SD45-2 units
  - 14 - Rebuilt from SD40 units
  - 15 - Rebuilt from SD40, SD45 units

- BUILDER ABBREVIATIONS**
- EMD - Electro-Motive Division
  - GE - General Motors Corp.
  - GE - General Electric Company
  - MK - Morrison Knudsen Company
  - PNC - Precision National Corp.

- PRIOR ROAD ABBREVIATIONS**
- CHE - Chessie System
  - CNW - Chicago & North Western
  - D&H - Delaware & Hudson
  - ICG - Illinois Central Gulf
  - MP - Missouri Pacific
  - NYS - New York, Susquehanna & Western
  - RFP - Richmond, Fredericksburg & Potomac
  - SBD - Seaboard System
  - SP - Southern Pacific
  - UP - Union Pacific

- SOURCES**
- Bull Sheet, Allen Broughnan, Editor
  - Extra 2XO South, Doug Cummings, Editor
  - Cinders Staff

ing farm products, poultry processing and pulp/paper industries throughout the south. The merger will result in substantial revenue synergies and will streamline the movement of traffic."

Under the terms of the acquisition, MidSouth stockholders will receive \$20.50 per share in cash. KCSI already owns about 40 percent of MidSouth stock and will finance the remaining stock purchase from existing funds and financing resources.

KCS operates about 2,500 miles of line in eight midwestern and southern states. It has annual revenues

in excess of \$300 million. MidSouth, which started operations in 1986 on several hundred miles of track formerly owned by Illinois Central Gulf, currently operates over 1,200 miles of track in four states and has annual operating revenues in excess of \$100 million. It operates four rail subsidiaries.

The ICC said the acquisition would be subject to labor protective conditions.

Via Rail News Update



## CSX NEWS

In today's economic climate, whether you're an individual or a conglomerate, a keyword on your minds is economize. Most of us associated with railroading are familiar with annual reports put out yearly by railroad companies. Many railfans collect these annual reports just as many collect timetables and rulebooks, etc. I personally had no idea how much it cost to produce an annual report until recently. It cost CSX Corp. \$320,000 to produce its 1991 annual report. In an effort to show stockholders and customers that CSX is serious about holding down cost and is staying with the basics of operating an efficient, profitable transportation company, the firm decided to produce an annual report without the usual frills.



In CSX's  
1992  
Annual Re-  
port, you will

not see colorful photographs, glossy inside pages and a slick presentation. You won't even find a photo of the CEO. What you will find is just straight forward facts and figures on where profits were made and not made. The cost to produce the 1992 annual report? \$85,000.

CSX has retired all of the active GP16's from its roster.

*Via Roanoke Chapter*

## LINDEN JUNCTION STATION OPENS

Member Bob Straw of Linden, Indiana sends us information that the former NKP and Monon depot in Linden is now open for business. The museum is open on weekends, 1 to 4 PM, April through October.

Linden is located about 10 miles south of Lafayette, IN on Route 231 and 15 miles north of Crawfordsville. The museum features a collection of railroadiana

## ILLINOIS CENTRAL FORMS NEW INTERMODAL UNIT

Illinois Central is forming a new intermodal business unit within its marketing department.

In forming the new unit, IC has fully integrated its intermodal hub operation with sales and marketing, providing better control for the service, said Howard Vaughters, IC's newly-appointed vice president-intermodal.

"Today's distribution professionals incorporate inventory carrying costs, asset turnover and equipment utilization into their transportation and distribution equations," Mr. Vaughters said. "Optimal distribution solutions demand rapid, reliable transit times and customer-responsive service," which the carrier said it delivers with an intermodal transit time between Chicago and New Orleans of 26 hours, 45 minutes.

E. Hunter Harrison, president and CEO of IC, said the railroad has positioned itself "to be a major and long-term player in the intermodal market. We have invested in the facilities, equipment and technology to compete aggressively."

The railroad recently invested in 500 new trailers and has upgraded several intermodal facilities. It also recently dedicated its newest, state-of-the-art terminal just south of Chicago.

*Via Rail News Update.*



from the Monon and Nickel Plate lines. In the Monon's agents room the E.E. Kauffman train collection, including a 3/4" scale model of the L.N.A. &C. Admiral locomotive.

Outside a NKP caboose No. 497 sits on display. Motor cars and other displays are included outside. In the Monon baggage room a HO gauge layout is being constructed. The depot is adjacent to the CSX line that carries Amtrak between Chicago and Indianapolis. Admission is \$2.00 with children 6-12 entering for only \$.50. The museum is sponsored by the Linden-Madison Township Historical Society.

## SP TO UP PURCHASE 50 EMD UNITS

Southern Pacific has signed a letter of intent to buy 50 new high-power diesel locomotives from General Motors' Electro-Motive Division. The

purchase includes 25 GP60's, each with 3,800 horsepower, and 25 SD70M's each with 4,000 horsepower. Total purchase price is "in excess of \$60 million." said Bob Scanlon, managing director-purchasing and materials.

The purchase represents "significant power improvement" when combined with an already-announced program to rehabilitate several hundred other SP locomotives, said Glenn Michael, vice president-operations. The new locomotives will replace about 70 older units and offer the railroad improved reliability, higher tractive effort and greater fuel efficiency.

The first eight GP60's will be delivered in November, with the remainder all to be delivered by March. Sixteen of the SD70M's are due to be delivered next May, with the remaining nine scheduled for June 1994 delivery.

*Via Rail News Update.*