

# 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 Cooke Business Forms, N. Vermilion Street, next to the Central Illinois Bank, Danville, Il. beginning at 7:30 PM Central Time.

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SECRETARY: Dave Sherrill

NATIONAL DIRECTOR: R. M. Schroeder

MUSEUM DIRECTOR: Doug Nipper

EDITOR: Richard M. Schroeder

P.O. Box 1013

Danville, IL. 61834-1013

VICE PRESIDENT: Jesse E. Bennett

TREASURER: Allen Cooke

PROGRAM CHAIRMAN: William Darnier

HISTORIAN: Jesse Bennett

PUBLISHER: Allen Cooke

Cooke Business Forms, Inc.

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Chapter WWW Home Page On-Line -<http://www.prairienet.org/djc-nrhs/> E-Mail: [Rickschro@aol.com](mailto:Rickschro@aol.com)

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## Coming Events

### June 20, 1996

Monthly meeting beginning at 7:30 PM at Cooke Business Forms, 2500 N. Vermilion St in Danville.

### Summer - 1996

The Rossville Museum is open for the season. The museum will be open from noon to 4 PM every Saturday and Sunday. Admission is free.

### June 18-23, 1996

1996 NRHS convention in Charlotte, N.C., hosted by the Piedmont Carolinas Chapter.

### June 22 & 23, 1996

Railroad Days in Galesburg, Illinois. Milwaukee 261 (display only) Metra equipment with the BN F-units (employees only), swap meet at Carl Sandburg College, slide show on Saturday night.

### July 3, 1996

Monticello, IL - Fourth of July Fireworks Trains, reservations needed for this train.

### August 17 & 18, 1996

Monticello, Illinois MRM Caboose

Days from Noon to 5 PM each day. DJC Wabash Caboose will be on the train.

### August 24 & 25, 1996

Decatur Train Fair, 10 to 5 on Saturday, 11 to 4 on Sunday. Admission is \$2.

### September 7 & 8, 1996

Rockome Gardens, Arthur, Il - Garden Train Show featuring the fifth largest outdoor show in the United States.

### September 21 & 22, 1996

Monticello, IL - Railroad Days - Special trains all weekend.



## Next Meeting

The next meeting will be June 20, 1996 at Cooke Business Forms, 2500 N. Vermilion Street, Danville, Illinois. Business meeting will begin at 7:30 PM with the program starting around 8:15 PM. The museum is open but there is still work to do on the building. Tuckpointing the brick and touch up painting is needed in various locations.

Rick Schroeder will show the slides of the private car trip to Minneapolis in early May. Also, if his slides from the recent trip to Wyoming are back you will see the coal trains of the BNSF and UP. In early June Rick and member Randy Rippy traveled to Kansas City to begin a trip to photograph the coal fields of the UP and BNSF. The trip took them along the UP from K.C. to N. Platte, Nebraska, then up to Bill, Wyoming with a return along the BNSF to Grand Island and the UP from there to Clinton, Iowa. This show may be scheduled for September if all slides do not return before the meeting.

Read Part one of their adventures in this issue of the *FLYER*.

## Museum Notes

We what to thank everyone that helped get the depot ready for the summer months. The rooms were cleaned and windows and glass cases cleaned. There is still outside work to do and if it ever stops raining we can begin tuckpointing. A great big thanks to Bill Pearson and his riding mower for keeping the yard trimmed.

The layout is running again. The yard and engine terminal are finished and two tracks have been added to the passenger terminal. During the opening weekend we had several members staffing the building and operating the layout. It will take some time to get used to the layout again and especially the

added features in the yard. By Monday it seemed like most were getting the hang of the new trackage. The poor weather, cold and rain, kept most visitors away. We hope the summer attendance does better - especially when warm weather makes it here.

Member Frank Rasmussen of Joliet visited on Sunday with a friend. They came especially to see the museum again. Frank, a member of the Blackhawk and Chicago Chapters, was here last year before we opened and joined our chapter. We welcome all members to stop and visit this summer.

A note to Steve Golseth, your editor misspelled your name last month and he is sorry. The mind was ahead of the keys on the keyboard.

## Spring Board Meeting

The Society's Board of Directors met on April 14 in St. Paul, Minnesota with great planning and activities presented by the Northstar Chapter. Your director was not in attendance due to other commitments.

President Greg Molloy reported on the passing of former NRHS President Henry Brainerd and Chairman V. Allan Vaughn. The Membership records function, supervised by Bob Pinsky of the Chicago Chapter, is being transferred to Philadelphia. President Molloy appointed Leroy Dietrich as Chairman of the Board, Robert Eastwood as Senior Vice President and Robert Pinsky as Vice President.

Three new chapters were granted charters. The White Oak in Oak Hill, WV, Twin Forks in Riverhead, NY and Brazos Valley in Lake Jackson, TX. The Pearl River Valley Chapter in Bogalusa, LA was reinstated bringing the total number of chapters to a record 171.

Bulletin #3 will be smaller as fewer chapters submitted information. A motion to raise Regular and Associate dues by \$3.00 a year was made and will be voted on at the Summer meeting.

President Emeritus Dr. Raymond Wood received a plaque honoring his many years of service to the Society.

In Convention news, the Lancaster chapter presented the final check for \$1,001.74, Charlotte reported tickets still available, though first class is nearly sold out. Salt Lake City is planning an ambitious schedule of events for the June 24-29, 1997 convention. Syracuse, NY will be the site of the 1998 convention to be held on July 8-12 and hosted by the Central New York Chapter. 1998 board meetings were awarded to Roanoke (spring) and Kansas City (fall).

Remember, if you wish to E-Mail the national for any information do so at [74453.3462@compuserve.com](mailto:74453.3462@compuserve.com).

## BNSF Paint Scheme

In early May BNSF SD60M #9297 showed up at VMV for a new paint scheme. The diagram had not arrived by the 9th but reports are the scheme will be a variation of the Great Northern pullman green with Omaha orange as applied to the donated SD45 6430 Hustle Muscle.

The paint scheme is to be called the Interim paint scheme for the BN side of the roster. All repainted units on the BN side will receive the new scheme except for the SD70MAC's. The ATSF units will not receive the scheme. The 9297 will be on display at Galesburg in June. The scheme was applied to the shop switcher in Alliance last fall. It will probably be applied to the new Dash 9's that the BNSF has ordered for the BN side of the railroad. A

new numbering system is in the works and will be released this summer. The actual merger of the two railroads won't take place until next year, however, the two systems should be working together before then. The BNSF is taking their time to merge the companies, unlike the UP when they took over the CNW.

*(Some notes via Internet)*

## **Steamtown Visits Climb 60 Percent**

The number of visitors to the Steamtown National Historic Site increased by 60 percent in 1995. Among them were American history buffs, steam train enthusiasts and tourists from throughout eastern Pennsylvania. Superintendent Terry Gee announced that more than 207,000 people visited the park during its 1995 season, 79,000 more than during the 1994 season.

Gess said one of the factors that played a role in the increase was the park's grand opening on July 1. But that event was not the only drawing card for the season, he said. During Labor Day weekend, the University of Scranton's Center for Public Initiatives conducted a customer satisfaction survey that showed an overall satisfaction rating for the park at 96 percent.

The 'Center gave a 15 question survey to 253 visitors as they left the park. The questionnaire gathered demographic information, expectations of the visit and an overall assessment of visitors' experiences. The majority of the tourists, 66 percent, came from Pennsylvania, New Jersey, and New York. 30 percent said they were rail hobbyists, and 35 percent said they had heard of the park through word of mouth.

People were asked if they felt they had received "good value for the fee" they had paid and 97 percent

responded "yes". They were also asked whether they would visit the park again or recommend it to others, and 98 percent said "yes". 70 percent of those polled said they were "very satisfied" with their experience, and another 17 percent said they were "somewhat satisfied."

A majority of the visitors, 38 percent, reported they came to visit the park's museum, while 23 percent said they came for the train excursion. Another 23 percent said they simply wanted to visit the historic site. Many of the visitors said they also were interested in other local attractions. They mentioned the Lackawanna Coal Mine tour, a drum corps competition at the Lackawanna County Stadium, La Festa Italiana on Courthouse Square, and the Mall at Steamtown.

"We are very pleased, though not surprised, with the survey findings," Gess said. "Even before we opened we knew we had a park that people would enjoy. The survey results prove what I have been saying since I arrived here: 'If we can get people to visit Steamtown, they will come away with a positive feeling.'"

*Via Susquehannock*

## **Construction Projects**

With the rain over, hopefully that is, the railroad construction projects are in full swing. This spring we added additional work for Conrail. In April, over 900 employees took the early buy out or retirement. This left holes in the staff for the engineering department. The Indianapolis Division was hardest hit, going from 10 engineers to 3, the Dearborn Division lost 4 and the Pittsburgh Division had 5 leave. Our firm has had a contract in place for over a year to assist the railroad in public project work. Within one week we got the call that help was

needed and by the first of May we were on-line helping the railroad.

## ***Conrail***

We recently began observation for the new overpass that is being constructed on Banker Street in Effingham. This project will take about a year and we are providing weekly inspection. An underpass near Wabash, Indiana was given to us to provide weekly inspection services. In addition we will be providing services on Conrail's Pipe and Wire Projects. Every time a company or local agency installs a boring under the railroad a railroad engineer is present. We will be providing that service from Illinois to West Virginia. So far 22 projects have been assigned to us. The Pittsburgh needs similar assistance and we have already handled one project in Delphos, Ohio. For both divisions we will be reviewing contractors sheeting and shoring plans, paint removal plans and deck demolition plans.

## ***Norfolk Southern***

Lafayette is in full swing, both up-town and on the new Route 231 bypass. Ninth Street bridge is complete with the concrete deck poured. Painting will begin in early June and waterproofing will be completed the same month. Wabash Avenue is complete except for painting, waterproofing and drainage systems. All three bridges should be complete around the middle of July.

The Route 52 bridge, 1,000,000 cubic yard embankment and access roads to Sangamore Parkway will be let in September. Final plans are being reviewed and construction should begin in late October. Remaining work will be the Route 25 underpass structures, grading of roadbed from Ninth Street to Route 52 and Route 25 to Wildcat Creek and track work. NS and WVP have met with HNTB to discuss final plans and alignment. Funding will govern the rest of the project. The

# Norfolk Southern Ranked No. 1 Railroad

When you think of the best companies in their industries certain names jump to mind: J. P. Morgan & Co. In banking. Boeing Corp. In aerospace, Levi Strauss Associates in apparel and Wal-Mart Stores Inc. In retailing.

Well Norfolk's own Norfolk Southern Corp. Now ranks as No. 1, as well. In its March 4 issue. Fortune magazine reports that Norfolk Southern is the nation's best railroad in the eyes of its competitors.

The business magazine surveyed executives and directors at Fortune 500 companies across the country for its cover story "America's Most Admired Companies." Fortune's rankings are based on eight business attributes. All 417 firms were measured against each other and against just the companies in their respective industry.

In the ranking of all companies, led by Coca-Cola Co. And Proctor & Gamble Co., Norfolk Southern came in 50th. But against fellow railroads, Norfolk Southern scored first, edging out last year's winner, Union Pacific Corp. Richmond-based CSX Corp. came in third.

"We are proud of our performance and the people of Norfolk Southern deserve this recognition," said David Goode, the railroad's chairman and chief executive. "We know, however, that we can never rest on our laurels."

Norfolk Southern is the nation's fourth-largest railroad with a 14,500 mile network in 20 Southeastern and Midwestern states and Ontario. It employs about 23,500 workers, including about 1,500 in Hampton Roads.

Their executive peers were asked to rank companies based on their quality of management; quality of products or services; ability to attract, develop and keep talented people; value as a long-term investment; use of corporate assets; financial soundness; innovativeness; and community and environmental responsibility.

*Via Whistle Stop*

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city hopes to let the contract for Route 25 next year and let part of the track work contract in late 1997.

Route 231 bypass on the west side of Lafayette will see the bridge complete about the end of June and NS traffic on the new bridge. The deck is poured and parapet walls are in place. Fencing, ballast and track construction will take place in early June with cut-over expected around the 3rd week in June. The contractor will then begin removing the temporary track and embankment. Highway construction is expected to be let in the middle of 1997, or later.

Additional projects for NS include finishing the 103rd Street overpass at Calumet Yard; widening of Cline Avenue in south Hammond, Indiana; demolition of West 44th Street in Cleveland, widening of I-270 at Mitchell and St. Thomas, Illinois; and widening of I-270 at Glen Carbon, Illinois. The new Stanford Avenue overpass in Springfield is to be let in June.

## *CSX Transportation*

The Route 231 Bypass in Lafayette also affects CSX. After months of delay the project is moving along quickly. The temporary alignment will be complete in early June and

the cut over should occur around the end of the month. The contractor expects to have the bridge completed and CSX on the new bridge by the middle of November. Painting and grading will probably occur next year.

Uptown, the Ninth Street bridge is nearly complete. Waterproofing of the deck will begin in June as will the painting of the structure. The sub-ballast work for the interchange yard will be completed by the end of the month.

In May the City of Lafayette officially dedicated the new depot complex. According to reports, a huge crowd turned out in spite of the rain. The contractor has been completing the "punch list" items and should be finished by early June.

During the next phase of the project a new entrance will be constructed for CSX to enter their yard and BIDS facility. The entrance road will be one of the ramps off of Route 52. We will provide on-site observation during construction of the road. When the NS portion of the project is build access from the east side will be cutoff. The remaining work for CSX will be construction of the interchange yard tracks. This may take place in 1997 if funding can be obtained. The yard must be in service and the east connection built to NS East Yard before the existing interchange yard at Lafayette Junction can be removed. This is 2-3 years "down the road".

The CSX bridge project east of Decatur is in full construction. This year CSX is replacing 11 of 21 bridges. They range from just west of Chrisman to near the Decatur Airport along Route 36. All construction can be seen from Route 36. This fall we will provide final survey services for final cross sections.

Our Chicago office is still involved with the addition to the Metra Coach Shop at 49th Street. In addition, they are working on some Metra



parking lots and have finished the plans for the new Lisle Station to be located just west of I-355. Construction is to begin late this fall or early next year.

## Cajon Pass now "Off-Limits" to Railfans

According to the Grand Canyon Chapters' newsletter. The Canyon Dispatcher, Cajon Pass (in Southern California) is off limits.

"After the February 1st runaway train derailment on Cajon Pass that resulted in the death of two crewmen, closed I-15, totaled four units and 45 of 49 cars, BNSF has taken action to prevent a reoccurrence. A two-mile stretch of mainline between Summit and Martinez Spur was lined with new fencing on both sides of the track and sealed by locked gates to prevent unauthorized vehicle access. Also included are security cameras, high intensity lights, and armed security personnel, BNSF and FBI investigators suspect that someone may have tampered with (closed) several angle cocks just seconds before the train departed from Summit after being stopped for a red signal."

Since vacation time is just around the corner and many rail enthusiasts gravitate to rail sites, such as Cajon pass, some of your members may be planning a trip to that area. Please pass this information along to the membership. It would be a shame to drive hundreds of miles, hoping to spend time at Cajon, only to find that it has been closed to rail enthusiasts.

*Via Sparks & Cinders*



## MK Rail Drops Out of High Power Loco Business

MK Rail Corporation will stop testing and manufacturing high-horsepower locomotives in order to focus on its low-horsepower switcher units. That announcement accompanies a report that MK Rail suffered a net loss of \$40.4 million on sales of \$263.7 million in 1995. The company lost \$28.1 million on sales of \$67.5 million in the fourth quarter.

The fourth quarter results included pre-tax charges of \$37.9 million related to MK Rail's restructuring plan, which includes cost reductions, asset write downs, debt reduction and non-core asset sales. The restructuring plan is intended to return the company to profitability in 1996.

MK Rail took a charge of \$20.3 million to get out of the high-horsepower locomotive business. The company also put its Mountaintop, Pa., manufacturing plant and its 172 locomotive lease fleet up for sale.

"Our low-horsepower switcher prototypes have performed very efficiently in market testing, so we are redirecting our resources to move forward with that program," says Michael J. Farrell, president and chief executive officer of MK Rail. MK Rail recently received a \$121 million contract to build and maintain 32 switcher locomotives of two Houston railroads.

*Via Progressive Railroading*

## UP Excursions

The Iowa "400" Steam Special is coming to Chicago. The Pacific Limited Group will be sponsoring two weekends of Union Pacific steam and diesel excursions. The Chicago Chapter will be acting as ticket agents and car hosts for these trips.

The excursions are to be powered by Union Pacific's Steam Locomotive #844 with ex-C&NW GP7's vintage diesels being used where track restrictions apply.



The schedule for the Iowa "400" Steam Special is:

August 24: Council Bluffs, IA to Cedar Rapids, IA

August 25: Cedar Rapids, IA to Elmhurst, IL

August 31: Berkeley, IL to Milwaukee, WI (RT)

September 1: Elmhurst, IL to Union, IL (RT) Diesel trip

September 2: Elmhurst, IL to Clinton, IA bus or possibly a train return.

*Via The Pioneer Extra*

Note: This will be only appearance for #844 in Illinois this year.

## Travelin'

### *Circus Train*

This year's train will depart Baraboo on Monday, July 8, and operate via its traditional route over the UP (ex C&NW), but from that point, everything is new. After some switching the train will transfer to the Wisconsin & Southern at Madison and then venture over the WSOR through Stoughton to Milton Junction, where the train will be turned. From Milton Junction it will continue on through Whitewater and Eagle to Waukesha where it will go onto the rails of the Wisconsin Cen-

tral as far as Rugby Junction, then back on the WSOR to Horicon. At Horicon the train will be turned and stay overnight at the John Deere siding.

Tuesday morning The Great Circus Train will proceed on the Wisconsin Southern from Horicon via Hartford and Richfield to DBR siding northwest of Granville where it will be turned over to the Union Pacific again. On the Union Pacific it will travel east to Wiscona, west to Butler, run through the Butler yards and on south through Wauwatosa on the west side of Highway 100, go through the tunnel under the Hwy. 100-Bluemound intersection into West Allis to Belton Jct. And then east past the old site of the West Allis depot - 80th and National - past Forest Home Cemetery and on to St. Francis. Then the train turns north along and then crossing the Kinninnic River and the Milwaukee River to the Italian Community Center.

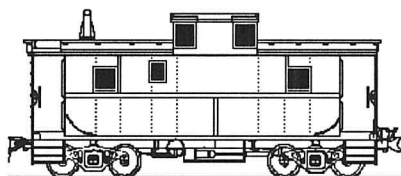
One of the most interesting aspects of the entire operation are the Wisconsin and Southern red and silver E-9's schedule to haul the Great Circus Train over its entire route - even on the Union Pacific. A UP switcher will be used in Madison and for lakefront switching in Milwaukee. One of the E-9's was originally Milwaukee Road, the other Union Pacific, they went to Amtrak, then to the Alaska Railroad and finally to the WSOR. Speed of the train, over its entire route, is not to exceed 30 miles per hour. The E-9's of course are easily capable of over three times that speed.

The train itself will consist of 27 historic railroad cars belonging to the State Historical Society of Wisconsin. 19 of the cars are traditional circus flat cars, and there are 2 stock/box cars. These cars were custom built for circuses by Warren Tank Car of Warren, PA and Mount Vernon Car Corp. In Illinois, except for 2 Thrall Co. Flats and 1 Keith Co. Flat. All but the Thrall

cars were built between 1922 and 1938, therefore FRA waivers had to be obtained because of the 50 year limitation. There will be 5 historic passenger cars, 2 Pullmans, 1 former Santa Fe diner and 2 Milwaukee Road baggage cars converted to passenger use plus a ex C&NW caboose. One might expect that Mr. Gardner might add one or more of his business cars behind the E-9's, but this was not indicated in the materials S&C has received to date.

Looking for more information? Call up the Great Circus Parade's site on the world Wide Web at :

<http://circus.compuware.com>



*Via Sparks & Cinders*

## Wheel Report

**TGV'S IN FLORIDA.** The Bombardier-GEC Alstom consortium also won a competitive bid for Florida high-speed train service. The State of Florida announced the selection February 27. The trains will be called Florida Overland eXpress (or "FOX"). The group plans to use a new right-of-way to connect Miami Airport, western Boward County, West Palm Beach and Orlando Airport in 2004; and then the Disney area, Lakeland and Tampa in 2006; at a cost of \$4.8 billion.

**TRAVELERS' ADVISORY.** *Crescent:* Will run daily during Summer Olympics -- extra trips leave New York July 17-August 7; New Orleans July 19-August 9.

Amtrak Fewer Slumber coaches. With slumber coaches set to disappear (except on the New York-Miami *Silver Star*), the U.S. is losing its last

true economy sleepers. NARP has urged Amtrak to consider rebuilding these cars, due to their high capacity. Indeed, they compare even better with the Viewliners when effective capacity is considered. Viewliners lack one-bed rooms, so every sale to a single traveler means an empty bed; 100% occupancy is virtually impossible on Viewliners, but quite likely on Slumber coaches, which have 16 single rooms. The 30-bed Viewliners are likely to have 26-27 passengers; Slumber coaches at 100% would have 36 or 40, depending on whether two double rooms are converted into public washrooms.

**PIONEER RAIL AT ROCHELLE.** On April 16 the Pioneer Rail Corporation was to take over the switching service on trackage located on the southeast side of Rochelle, Illinois. The ex-Fort Smith Railroad #7802 (ex-CR RS3m with EMD power) is stationed near Wis-Cold. Reports indicate that the Pioneer may take over switching at the DelMonte plant on west side of town. *Via North Western Limited*

Speaking of Rochelle, the same publication reports that Santa Fe units are being seen on BN trains through the city. Many are leased units from Mid America Car Co. or from Livingston Rebuild Center. With multi colors on the ex-CNW line this must be a great place to train watch for color.

**BNSF Construction** has begun on the connection between BN and the ATSF at Cameron, Illinois. There will be a full wye off the ATSF to head east on the BN and into Galesburg yard. Crossovers will be added to the ATSF line to allow cross over to the westbound main. The wye off the BN may not be built for some time, probably due to property. The hope is to complete the connection by June of this year. A new crew pool will be established to run from Kansas City on the ATSF to Galesburg yard.

**TRAINS TOURIST GUIDE** For those of you that read *TRAINS* Magazine you will find a special supplement in the center. The 1996 Guide to Recreational Railroading is once again listed for the coming summer months. This time, under the Illinois listing, our Depot Railroad Museum is listed. Seven museums are listed in Illinois with 8 listed in Indiana.

A second tourist listing that includes Rossville and our museum is the Official Visitors Guide for 1996 covering Central Illinois. The guide is published by the Central Illinois Tourism Council. Rossville is listed on page 44 and features items about the "Unusual Shops" in the downtown area, Mann's Chapel, located about 3 miles south of town, and of course our museum. We are also listed on the WWW in several home pages including a listing in the web page for Railroad Museums in North America.

**UP TO USE VILLA GROVE AS CREW CHANGE POINT AGAIN?** During the recent C&E HS meeting we learned that the Union Pacific may reopen Villa Grove as a crew change point. Already 8 crews have been reassigned there. Trains NLCH and CHNL always switch there and even after crew districts were lengthened out these two trains kept Villa Grove crews. Since the districts were extended to St. Louis and Salem, trains have been having difficulty making the full length of the trip.

On the 27th while on the way to Watseka your editor was listening to the scanner. CHKC was to meet a southbound just south of Watseka and would meet SLCH at Ellis. The dispatcher called the southbound and ask when their time was up. "10:30" was the reply and when ask if they could make Villa Grove they replied that they could not make the terminal. The dispatcher then called SLCH and told them to tie the train down and to board the southbound when it stopped next to them. They took the train to Villa

Grove. This occurs quite often, thus the reason for placing crews back in VG.

### **PIONEER RAILROAD**

The Pioneer Railroad is up and running in Rochelle, IL. On Friday April 12th, Fort Smith ALCO 7820 was seen in a westbound freight. It was delivered on Sunday night and running on Monday. It can be observed on South Caron Road in Rochelle.

The engine is to be used to switch all the industries on the east end of town which are on the Rochelle city owned tracks.

The BNSF is bringing in some Santa Fe engines into Rochelle for use on the locals. At times there are up to three SF engines at the east end of town. *Via The Pioneer Extra.*

### **NRHS National Activities Report**

Statistical Information: 1996 Regular Members - 13,035, 1996 Family Members - 2,529, Total Paid Memberships as of April 8 - 15,664. 1995 Regular Members not yet renewed - 5,329. 1995 Family Members not yet renewed - 1,271.

**MEMBERSHIP LIST** - This month we are attaching the 1996 membership list. Please note on the back we have included the updated listing of CSX trains in our area as provided by *THE BULL SHEET*. We trust that both of these will be of use to you and by including both on the same page you can't throw them away.

**UP/SP MERGER** - We have been given a copy of the five volume Environmental Assessment for the merger application between the Union Pacific and the Southern Pacific.

This is mostly boring reading, but the maps are interesting as are some the areas that construction, or abandonment will take place. If you wish to review some of the volumes they are at the museum in Rossville.

## **C&O 2716**

### **On the TP&W**

The Fort Wayne Railroad Historical Society will operate the C&O 2716 at Logansport, Indiana this summer. The locomotive will star at the Iron Horse Festival on July 20 and 21, 1996. In the past the BC&G 2-8-0 #13 pulled short excursions as part of the festival. This year, main line steam will power the train.

On July 14 the locomotive will deadhead from Casad to Logansport via Norfolk Southern. It will be turned at Ft. Wayne and then continue to Logansport. Upon arrival the train will be spotted on the interchange track. On Monday the 15th the engine and train will move into town and take on water. It will depart Logansport around 2 PM with destination Remington, Indiana, a distance of 40 miles. At Remington the train will pick up #21 at the intermodal ramp around 5 PM and head to Gilman with arrival around 8 PM.

On Tuesday the 16th the locomotive will depart Gilman around 5 AM with train #20 and run to Remington. After cutting off the train the engine will run light, or with the local, back to Logansport, arriving around noon. They will turn on the wye and prepare for the next runs. On the 17th and 18th the train will not run but the crew will do maintenance.

On Friday the 19th the train will move downtown and be displayed. On the 20th and 21th the train will pull four trips daily to Burnettsville, departing at 9am, noon, 3 pm and 6 pm. In this issue you will find an order blank for tickets for the trips.

# Cimarron Valley Railroad buys BNSF

## Trackage

The Cimarron Valley Railroad, headquartered in Satanta, KS., bought 254 miles of trackage in western Kansas, Oklahoma and Colorado from the Santa Fe Railway unit of Burlington Northern Santa Fe Corp.

The sale includes two lines, one from a point near Dodge City, KS., to Boise City, OK., and another between Satanta Junction, KS., and Springfield CO. Also included is the Pritchett Industrial Spur between Springfield and Pritchett, CO. Cimarron Valley is affiliated with The Western Group of Ogden, Utah. The sale was the first by BNSF since the company announced its intention to sell 4,000 miles of line.

*Via Progressive Railroading*

## Railroad Police Emergency Numbers

In past years we have listed the emergency numbers for various railroad police departments. If you are out near the track and see suspicious activities, or an emergency condition of the track or equipment, notify the railroad involved. With may of us now having phones in our car or truck this becomes more important, and handier, to make the call.

I have contacted both Conrail and CSX when I have found gates down or other problems. They always appreciate the call and I find that the police answer the phone faster than a dispatcher or yard master. We have listed the following numbers thanks to the *NRHS NEWS*. Cut them out and put in your billfold or on your visor in the car. Remember, as railfans we may see the problem early and can do some good PR by calling.

The next time you are at a UP or NS grade crossing note the tag on the gate or signal cabinet - both railroads list the 800 number for the traveling public. Use it - it could stop a crime or a railroad accident.

Amtrak	1-800-331-0008
CSX	1-800-232-0144
Conrail	1-800-272-0911
NS	1-800-453-2530
Southern Pac.	1-800-892-1283
Union Pacific	1-800-877-0509
CP Rail & D&H	1-800-327-9414

## BNSF Operations

Friday, May 3 saw the first movement over the new Cameron, IL connection track between the old ATSF and the BN. It was a 42 car ballast train behind BN 6744. The connection should be up and running by the end of May.

BNSF is reportedly "close to" making an offer to buy the CP Rail's (old Milwaukee) "D&I line" from Savanna to the Chicago area. The agreement will reportedly allow CP Rail to retain trackage rights over the line and to convey those rights to a third party (like Southern) in the future. CP also has the line from Marquette through Mason City, IA up for sale. BNSF's "K-line" along the Mississippi River from West Quincy to Burlington, IA was under water due to the spring floods in early May.

*Via North Western Limited*

# Conrail

Conrail has restructured the Operations Department into six units. Each unit has a Vice President who will report directly to Ronald J. Conway, Senior Vice President of Operations. Service Design & Planning will work closely with Conrail's four services to coordinate scheduling and operation of trains, monitor performance, manage interchange of freight traffic with connecting railroads, and plan for future track and route structure needs.

Operating Assets unit will be responsible for long term management and maintenance of Conrail's freight car and locomotive fleet, tracks, signals, materials management and structures.

Service Delivery unit will be responsible for day-to-day management of train operations, including train and crew dispatching, operation of yards and terminals, and routine maintenance of tracks, signals and equipment.

Customer Support unit will be responsible for operation of National Customer Service Center, customer delivery planning and scheduling, and support system for medium and small customers. Risk Management will encompass safety, environment, damage prevention, shipment safety and employee health functions. Operations Services will assume responsibility for purchasing, Conrail Police Department, design and construction, operating rules, contracts, training and various administrative functions.

On April 25, Conrail announced that it and several existing short-line railroad partners will establish a feeder system called "Conrail Express," similar in manner to the way major airlines serve smaller markets through commuter airlines. Independently owned and operated short-line railroads that will become Conrail Express carriers are:



Delmarva Peninsula - Maryland and Delaware Railroad; Indiana - Indiana Southern Railroad; Michigan - Grand Rapids Eastern Railroad, Mid-Michigan Railroad; New England - New England Central Railroad; New York - Depew, Lancaster & Western Railroad; Ohio - Youngstown & Austintown Railroad, Warren Trumbull Railroad, Ohio & Pennsylvania Railroad; Camp Chase Industrial Railroad; Pennsylvania - North Shore Railroad, Union County Industrial Railroad, Shamokin Valley Railroad, Nittany and Bald Eagle Railroad, Allegheny Valley Railroad, Southwest Pennsylvania Railroad, Reading, Blue Mountain & Northern Railroad.

Conrail will manage the administrative aspects of customer transactions, including billing, pricing administration, equipment supply and car tracing.

Via *The Lake Shore Timetable*

## Where the Deer and the Antelope Play

By Rick Schroeder

A railroad title? Actually yes. Last year Randy Rippey and I discussed going to the NRHS convention in Charlotte. Unable to get those days off, and deciding we wanted to see something different, we began to plan a trip to the coal fields of Wyoming.

Early on Sunday, June 3, we headed west to see modern railroading at its best. We started our trip following NS through Missouri to Kansas City. The first train we caught was #364 at Hollidaysburg, MO. We stopped at Moberly and shot the depot and Wabash caboose, then on to Carrollton and the joint track. We photographed 9 NS and BNSF trains plus two elevator switchers on the way to Kansas City. At KC we checked out the UP and KCS, now behind armed guard. We went to Rock Creek Jct. and shot the SP and UP trains plus the ATSF on its way to St. Louis via the GWWR. From there we went downtown to Santa Fe Jct. We got the SP, ATSF and BN trains plus one BN train with GTW power. We ended the day trying to find a motel. Kansas City, Kansas does not have motels. Total today, only 21 trains. Good start though.

Monday we headed west along the UP to Lawrence. We saw a few trains and caught the first one at Lawrence on the curve in front of the depot. Heading west we saw and caught several, many with NS power. At Topeka we shot both stations, ATSF and BN, and got a coal train with UP and ATSF power that was going to the Santa FE. We met two railfans at the UP station, a depot of grand stature and in the schedule to be saved, told us of the best places to catch trains on the Marysville Sub.

We headed west, and caught a UP Colorado bound train at Rossville, and then headed northwest along the Marysville Sub. We got shots of many UP trains in great locations through the hills of Kansas. We stopped for the night at Hastings, location of the BN main line to Denver. There we shot several trains on the new UP alignment around the northeast side of the city. In late 1994 the UP opened a double track bypass of the city. The bypass eliminated a crossing with the UP. Total for the day - 25 trains.

Day 3 dawned bright. We headed along the UP to Gibbons. Our first train was at 8:00 am and by 7 pm in the evening we would see over 55 trains. The double and triple track to N. Platte has one train behind the other. Sometimes we would see 2 headlights behind the one we were shooting. Construction continues on triple track in several locations on this line. At N. Platte we caught trains at the big elevator as shown in *TRAINS*. We stopped at the visitors tower at the west end of the yard and then headed to O'Fallon Junction, the end of the 4 track main. From there we headed northwest along the line to S. Morrill and the coal fields. 17 trains were found on this line, sometimes 3 in the siding behind each other. A great day ended with the word no room at the motel. Luckily, we found one and died.

Next month in Part 2 we visit antelope, deer and coal trains.

## ***IRON HORSE FESTIVAL EXCURSION TICKET ORDER FORM***

Write a "1" by your preferred departure time, plus at least two alternates (#2 & #3) in order of your preference

**Saturday July 20**

\_\_\_\_\_ 9 AM  
 \_\_\_\_\_ 12 Noon  
 \_\_\_\_\_ 3 PM  
 \_\_\_\_\_ 6 PM

**Sunday July 21**

\_\_\_\_\_ 9 AM  
 \_\_\_\_\_ 12 Noon  
 \_\_\_\_\_ 3 PM  
 \_\_\_\_\_ 6 PM

- \* Tickets are limited and sold on a first come, first served basis.
- \* Tickets are \$6 each in advance and \$8 at the festival, IF AVAILABLE.
- \* Enclose a **SELF-ADDRESSED STAMPED ENVELOPE** with your order.
- \* Make your check payable to *Iron Horse Festival Train Excursion*

You should be prepared to board the train 30 minutes before your scheduled departure time.

**BE SURE TO INCLUDE A STAMPED, SELF ADDRESSED ENVELOPE WITH YOUR CHECK. Mail to:**

**IHF Train Excursion, P.O. Box 407, Logansport, IN 46947**

MEMBERSHIP LIST

NAME	ADDRESS	CITY/STATE/ZIP	TELEPHONE
ALTSTADT, ARTHUR W	501 N ARDMORE AVE APT 1-E	VILLA PARK IL 60181-1608	
BARKER, ROBERT L	243 N PETERMAN RD	GREENWOOD IN 46142	
BARNES, ROBERT J	2730 TOWNWAY RD APT D-41	DANVILLE IL 61832-1455	217-446-9424
BASELT, WALTER	707 PARK LANE DR	CHAMPAIGN IL 61820-7632	217-356-3522
BENNETT, JESSE E	213 EAST MCKIBBEN ST	ROSSVILLE IL 60963-1223	217-748-6615
BERNER, DAVID L	402 E COLORADO AVE	URBANA IL 61801-5920	
BIRD, BRUCE H	803 WESLEY AVE	SAVOY IL 61874	217-359-5004
BULLIAS, GREG	R R 5 BOX 162	DANVILLE IL 61832	217-442-7834
BUTZOW, DOUGLAS R	246 E CENTER ST	PAXTON IL 60957	217-379-3112
COOKE, ALLEN	1233 RUE CONTI	DANVILLE IL 61832-1233	217-446-0977
COOKE, JOHN	2200 DENMARK ROAD	DANVILLE IL 61832	
COOKE, JOHN D	138 E RAYMOND	DANVILLE IL 61832	
COOKE, NED	12 W RAYMOND	DANVILLE IL 61832	217-446-0977
DARNER, WILLIAM S	526 SHERMAN ST	DANVILLE IL 61832-4458	217-442-3775
DICKISON, MARK S	19 CALIFORNIA STREET	DANVILLE IL 61832	
ERNST, ROBERT J.	5246 S. NEWLAND	CHICAGO IL 60638	312-586-3328
FINNEY, ARTHUR L	521 WEST JACKSON	PETERSBURG IL 62675	217-632-2463
FOLLIS, RAE	12842 S CLINTON STREET	BLUE ISLAND IL 60406	708-389-8749
FULLER, JOHN	1000 EDGEBROOK AVE	TERRE HAUTE IN 47804-1709	812-235-6314
GALLIPPI, ROBERT A	9307 WEST 100 NORTH	WILLIAMSPORT IN 47993	317-986-2121
GIBSON, JR, ROBERT L	214 FOURTH AVENUE	PRINCETON IN 47670	812-385-3988
GOLSETH, STEVE	220 OAK HILL DRIVE	DANVILLE IL 61832	
GOODLING, RAYMOND C	1773 COUNTY ROAD 400 E	CHAMPAIGN IL 61821-9529	217-863-2121
GRADY, GREGORY L	3304 RIDGEWOOD DRIVE	CHAMPAIGN IL 61821-3463	217-359-3852
GRANT, NEAL	6 CARROLLTON ESTATES	MATTOON IL 61938	217-258-8258
GREEN, HAROLD R	1000 WINTHROP ST	LAFAYETTE IN 47905-2460	
HALL, RICHARD & CINDY	901 BURKWOOD DR	URBANA IL 61801-5913	217-344-8687
HANKEL, STEVEN W	1218 W. PARK AVENUE	CHAMPAIGN IL 61821	217-352-9846
HARRIS, RICHARD E	2015 BATESTOWN ROAD	DANVILLE IL 61832-5337	217-442-4921
HAZLETT, MARION	503 WILLOW BROOK DR	HOT SPRINGS AR 71913-5608	501-321-1064
HIGGINS, BRIAN R	552 RAVINE AVE	LAKE BLUFF IL 60044-2622	847-295-8769
HIGH, JOHN A.	15805 S. MARKLEY ROAD	DANVILLE IL 61832	217-443-5836
HINTZ, AL	225 HERITAGE TRACE	DANVILLE IL 61834-5925	
HOLMBERG, THOMAS	P O BOX 243	BRADLEY IL 60915-0243	815-465-6003
HOWE, M.D, DR ALBERT	2 KENTUCKY BLUE RIDGE CT	ST CHARLES MO 63303-4485	314-928-2101
HUBBARD, FRED L & SHARON	P O BOX 434	CATLIN IL 61817	217-427-2302
KELLER, JIM	1109 HOLIDAY DR	DANVILLE IL 61832	217-442-1441
KINNEER, BILL	3850 S 500 W	KINGMAN IN 47952-9217	317-397-3473
KIOEBGE, JOHN	14165 PERRYSVILLE ROAD	DANVILLE IL 61834	
KOVAL, ANDREW C	2434 WEST 103RD ST	CHICAGO IL 60655-1002	
LEHNEN, ROBERT G	6260 N CHESTER AVE	INDIANAPOLIS IN 46220-4418	
LEIDER, DAVID	601 N ELMHURST RD	PROSPECT HEIGHTS IL 60070-1308	708-253-7484
LISTER, BILL	211 E MAPLE	ROSSVILLE IL 60963	217-748-6703
LOVETT, SUSAN	R. R. 5, BOX 162 BREWER ROAD	DANVILLE IL 61832	217-442-7834
MCMILLIN, CHARLES L	3320 OLD DOBBIN RD	MONTGOMERY AL 36116-1524	
MCOULAM, ROBERT W	R R # 1 15 WOODLAND DR	BISMARCK IL 61814	217-759-7747
MONTGERARD, JIM	1452 WARRINGTON AVE	DANVILLE IL 61832	217-442-5854
NIPPER, DOUGLAS J	22030 N. 1750 E. Rd	DANVILLE IL 61834	217-443-1477
O'BRIEN, LOUIS	1 LINCOLNSHIRE AVE	DANVILLE IL 61832-2218	
PEARSON, WILLIAM E	16593 ATTICA ROAD	ROSSVILLE IL 60963-7191	217-748-6153
PFEIFFER, MIKE	430 WOODSIDE TR C 21	DECATUR IL 62521	217-429-7815
PROSSER, LARRY D	707 BRENTWOOD ST	TILTON IL 61833-8008	217-446-9769
RASMUSSEN, FRANK	1107 W JEFFERSON ST	JOLIET IL 60435-6885	815-744-4565
RIDGE, STEVE	602 PIERCE STREET	DANVILLE IL 61832-7134	217-431-5355
RIGGINS, L.DALE	601 ROBERT WEBB DRIVE	MONTICELLO IL 61856	
RIPPY, RANDALL	50 CIRCLE DR	MONTICELLO IL 61856-1109	217-762-4301
RUODLPH, LEE	1918 OWENS DR	BLOOMINGTON IL 61701-7135	309-452-5166
RUNNER, TERRY	R # 3, BOX 231 VOYLES RD	PEKIN IN 47165	812-967-4424
SARTAIN, WILLIAM	203 STROUP STREET	DANVILLE IL 61832	217-446-8457
SCHMITT, HENRY J	421 SECOND ST	COVINGTON IN 47932-1108	317-793-4220
SCHROEDER, RICHARD M	P O BOX 1013	DANVILLE IL 61834-1013	217-442-1374
SCOTT, THOMAS E	P O BOX 321	MONTICELLO IL 61856	
SEYMOUR, LONNIE	223 OXFORD COURT	NAPERVILLE IL 60540	708-717-8178
SHERRILL, WILLIAM D	105 S STATE ST	DANVILLE IL 61832-6123	217-443-2144
SHERWOOD, HANK	4417 HARDING PLACE	NASHVILLE TN 37205	615-665-0512
SLONE, DENNIS	915 LYNN DR	EFFINGHAM IL 62401-3902	217-342-2994
SLOVER, JAMES D	R. R. NO 3 BOX 517	CLINTON IN 47842	317-832-2185
SOMERS, PAUL M	511 WEST WHITE ST	CHAMPAIGN IL 61820-4701	
STACY, RICK AND PHILLIP	3695 W 650 N	BOSWELL IN 47921-9611	
STEINER, RICHARD M	311 S JOHNSON STREET	RANKIN IL 60960	217-397-2445
STRAIN, KEN	300 N "F" STREET	TILTON IL 61833-7479	
STRAW, ROBERT L	R R # 1 BOX 58 M	LINDEN IN 47955-9708	
VICE, MIKE	P O BOX 518	LAVA HOT SPRINGS ID 83246	
WAGNER, LARRY	2564 COUNTY ROAD 1600 N	OGDEN IL 61859	217-582-2737
WARBRITTON, GRAYSON	1903 MERIDIAN DRIVE	DANVILLE IL 61832	217-446-4156
WARD, RICHARD A	260 S HAYWORTH ST	DECATUR IL 62522-3009	
WRIGHT, BILL	C/O NANCY BROWN 704 S SANDUSKY	CATLIN IL 61817	217-427-5501
WRIGHT, HENRY D	904 LAWDALE ST	TILTON IL 61833	217-446-3141
ZIEBART, MARK	RR 1 BOX 66	WELLINGTON IL 60973	815-9844102

CSXT Manifest Freight Schedules

**R120 (DAILY)**

JACKSONVILLE FL	1600
WAYCROSS GA	1730
FITZGERALD GA	1915
MANCHESTER GA	2300 2315
BIRMINGHAM AL	0500 0545
OAKWORTH AL	0800
KAYNE AVE TN	1215 1255
AMQUI TN	1325
NORTONVILLE KY	1545
ROBARDS KY	1645 1700
EVANSVILLE IN	1800 2000
VINCENNES IN	2200 2215
TERRE HAUTE IN	2310
CLINTON IN	0135 0150
WRO JCT IN	0215
DANVILLE IL	0315 0330
WELLINGTON IL	0435
WOODLAND JCT IL	0500
CHICAGO TOFC IL	0745 ---

*TOFC.*

**R121 (ex. SUN)**

CHICAGO TOFC IL	2015
WOODLAND JCT IL	2345
DANVILLE IL	0045 0100
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 ---

*TOFC.*  
*Operates as L121 on Sunday.*

**R122 (DAILY)**

ATLANTA/HULSEY GA	2145
GILSTRAP GA	2305
WAUHATCHIE TN	0400 0415
KAYNE AVE TN	1015 1030
AMQUI TN	1100
HENDERSON KY	1600 1730
EVANSVILLE IN	1925
VINCENNES IN	2040
TERRE HAUTE IN	2230 2300
DANVILLE IL	2350 0015
WILLAND JCT IL	0045
WASKA IL	0100 0130
WAGO TOFC IL	0430 ---

*TOFC.*

**R123 (ex. MON)**

CHICAGO TOFC IL	0515
WATSEKA IL	0715 0800
WOODLAND JCT IL	0815
DANVILLE IL	0915 0930
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/HULSEY GA	0730 ---

*TOFC.*

**R124 (DAILY)**

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 ---

*TOFC.*

**R125 (DAILY)**

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 ---

*TOFC.*

**R135 (DAILY)**

PHILADELPHIA PA	0030
BAY VIEW MD	0410
JD TOWER MD	0510
BRUNSWICK MD	0720
CUMBERLAND MD	1010 1040
CONNELLSVLP	1415
NEW CASTLE PA	1815 1850
WILLARD WEST OH	2315 2345
FOSTORIA OH	0030
DESHLER OH	0115
GARRETT IN	0230
PINE JCT IN	0615
CHICAGO TOFC IL	0830 ---

*TOFC.*

**R136 (DAILY)**

CHICAGO TOFC IL	2215
CHICAGO IL	2345 0015
PINE JCT IN	0115
GARRETT IN	0430
DESHLER OH	0600
FOSTORIA OH	0645
WILLARD OH	0755 0835
NEW CASTLE PA	1305 1330
CONNELLSVLP	1700
CUMBERLAND MD	2030 2100
BRUNSWICK MD	2325 0001
JD TOWER MD	0125
BAY VIEW MD	0230
PHILADELPHIA PA	0530 ---

*TOFC.*

**R590 (DAILY)**

EVANSVILLE IN	0015
VINCENNES IN	0230 0345
SULLIVAN IN	0500 0545
TERRE HAUTE IN	0715 0800
GREENCASTLE IN	0930 1030
ROACHDALE IN	1100 1115
NUCOR IN	1130 1230
LAFAYETTE IN	1345 ---

*Mixed Freight.*

**R591 (DAILY)**

LAFAYETTE IN	1800
NUCOR IN	1920 1935
ROACHDALE IN	2020 2035
TERRE HAUTE IN	2200 2310
SULLIVAN IN	0001 0045
INGLE IN	0300 0405
EVANSVILLE IN	0530 ---

*Mixed Freight.*

**R592 (DAILY)**

BIRMINGHAM AL	1200
OAKWORTH AL	1500
KAYNE AVE TN	2015 2030
AMQUI TN	2100
EVANSVILLE IN	0700 0730
VINCENNES IN	1130
DANVILLE IL	1530 1645
WOODLAND JCT IL	1800
CHICAGO IL	2100 ---

*Mixed Freight.*

**R593 (ex. SUN)**

DANVILLE IL	1800
WRO JCT IN	1845
HILLSDALE IN	1900
DANA IN	1920 1930
GARNES IL	1955 2005
METCALF IL	2010 2015
FICKLIN IL	2200 2225
LAPLACE IL	2330
DECATUR IL	2350 ---

*Mixed Freight.*

**R594 (ex. SAT)**

DECATUR IL	1930
LAPLACE IL	1945 1950
PIERSON IL	2005 2010
ATWOOD IL	2020 2030
TUSCOLA IL	2100 2130
CAMARGO IL	2215 2220
MURDOCK IL	2230 2235
NEWMAN IL	2245 2250
HUME IL	2305 2310
METCALF IL	2320 2330
CHRISMAN IL	2345 2350
DANA IN	0010 0015
HILLSDALE IN	0030
WRO JCT IN	0015
DICKASON IN	0135
DANVILLE IL	0200 ---

*Mixed Freight.*

**Q595 (DAILY)**

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 ---

*Mixed Freight.*

**R596 (DAILY)**

NASHVILLE TN	1045
AMQUI TN	1130
ATKINSON KY	1500
ROBARDS KY	1550 1605
EVANSVILLE IN	1630 1745
KING IN	1845
OAKTOWN IN	2005
PIMENTO IN	2055 2110
DANVILLE IL	0030 0230
ROSSVILLE IL	0305
WOODLAND JCT IL	0355 0410
WATSEKA IL	0430 0515
CHICAGO IL	0930 ---

*Mixed Freight.*

**R597 (DAILY)**

CHICAGO IL	1600
WATSEKA IL	1830 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
CARLISLE IN	0520 0530
OAKTOWN IN	0550
VINCENNES IN	0650 0740
PURCELL IN	0750 0800
DECKER IN	0805 0820
PRINCETON IN	0920 0925
KING IN	0935
EVANSVILLE IN	1030 1700
ROBARDS KY	1805 1825
ATKINSON KY	1900 2000
CROFTON KY	2105
CASKY KY	2135
GUTHRIE KY	2205
COURTLAND TN	2305
AMQUI TN	2345
NASHVILLE TN	0215 ---

*Mixed Freight.*

**R598 (DAILY)**

LAFAYETTE IN	0100
BROOKSTON IN	0125 0140
REYNOLDS IN	0225 0235
MONON IN	0245 0315
PLEASANT RIDGE IN	0325 0330
RENSELAER IN	0340 0355
PARR IN	0410 0425
ROSELAWN IN	0450 0505
LOWELL IN	0515 0530
DYER IN	0620 0635
MUNSTER IN	0650 0725
DYER IN	0750 0820
CHICAGO IL	1000 ---

*Mixed Freight.*

**R599 (DAILY)**

CHICAGO IL	2359
MUNSTER IN	0100 0115
DYER IN	0130 0145
ST JOHN IN	0200 0215
ROSELAWN IN	0245 0300
PARR IN	0315 0330
RENSELAER IN	0345 0400
PLEASANT RIDGE IN	0415 0430
MONON IN	0445 0500
REYNOLDS IN	0515 0530
BROOKSTON IN	0545 0600
LAFAYETTE IN	0700 ---

*Merchandise.*

**Q645 (DAILY)**

CHG CLEARING IL	2300
WOODLAND JCT IL	0300
DANVILLE IL	0430 0445
VINCENNES IN	1100
EVANSVILLE IN	1330 1400
HENDERSON KY	1430
AMQUI TN	2100
NASHVILLE TN	2300 ---

*Mixed Freight.*

**R646 (DAILY)**

HAMLET NC	1130
MONROE NC	1300
CATAWBA SC	1400 1430
ABBEVILLE SC	1900 1915
FOWLER JCT GA	2230 2359
ATLANTA GA	0230 0245
GILSTRAP GA	0330
CARTERSVILLE GA	0600
WAUHATCHIE TN	1145 1415
KAYNE AVE TN	2215 2300
AMQUI TN	2330
COURTLAND TN	0001
GUTHRIE KY	0045 0100
KELLY KY	0200 0215
BRETON KY	0415 0430
EVANSVILLE IN	0600 0800
VINCENNES IN	1015 1030
OAKTOWN IN	1055
CLINTON IN	1210 1225
DANVILLE IL	1515 1530
WOODLAND JCT IL	1700
CHICAGO IL	1930 ---

*Mixed Freight.*

**Q647 (DAILY)**

CHG CLEARING IL	0200
WOODLAND JCT IL	0600
DANVILLE IL	0800 0845
VINCENNES IN	1215
EVANSVILLE IN	1600 2115
ATKINSON KY	2255
CROFTON KY	2335
TRENTON KY	0115 0200
COURTLAND TN	0330
AMQUI TN	0400
KAYNE AVE TN	0430 0500
NASHVILLE TN	0550
OAKWORTH AL	1100 1200
BIRMINGHAM AL	1430 1530
CALERA AL	1945 2000
MONTGOMERY AL	2100 2200
THOMASVILLE GA	0900 1000
WAYCROSS GA	1600 ---

*Mixed Freight.*

**Q648 (DAILY)**

WAYCROSS GA	0830
THOMASVILLE GA	1330 1345
SAFFOLD GA	1715 1815
DOTHAM AL	1930 2000
MONTGOMERY AL	0100 0130
BIRMINGHAM AL	0630 0915
OAKWORTH AL	1415
NASHVILLE TN	1730 1830
AMQUI TN	1915
EVANSVILLE IN	0330 0415
VINCENNES IN	0645
CAYUGA IN	0930 1000
DANVILLE IL	1030 1045
WOODLAND JCT IL	1215
CHG CLEARING IL	1615 ---

*Mixed Freight.*

