

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

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

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

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

OFFICERS FOR 1992

Our 24th Year

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MEMBER: Illinois State Historical Society

Congress of Illinois Historical Societies and Museums

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COMING EVENTS

May 21, 1992

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

May 16/17, 1992

Work Session at Rossville. Paint windows..clean displays..other work inside museum.

May 16/17, 1992

Model RR Show and Swap Meet, Rockhome Gardens, near Arcola, IL 10-5 each day. \$3.75

May 23-24-25, 1992

Opening weekend at the museum. We still need work on the building.

June 21, 1992

Father's Day Blue Grass at Monticello Railroad Museum.

June 13/14, 1992

Chicago NRHS trip with N&W J-Class #611 to Ft. Wayne, IN and the Germanfest.

June 23/24, 1992

Roanoke Chapter Independence Limited '92, in Danville the night of the 23rd. Danville Chapter ticket agents for Danville area.

June 28, 1992

Model Train Show and Swap Meet along with Toy and Baseball card

Show, Georgetown Fair Grounds, Georgetown, IL.

August 15 & 16, 1992

Caboose trains and Wabash Historical Society meeting at Monticello, IL. Trip on MRM to dedicate the Wabash F-7A #1189 that is being restored by the museum. Contact R. Rippey, 50 Circle Dr, Monticello 61856.

NEXT MEETING

The MAY meeting will be held at the Palmer American Bank in downtown Danville. The bank is located in the center of town at the southwest corner of Vermilion and Main Streets, just east of the Civic Center. There is ample parking at the bank and you enter through the East

door. Take the elevator to the second floor. We will meet at the usual time of 7:30 PM. Discussion will include the proposed steam trip on Norfolk Southern this summer. Dates of work sessions have been set and we need help this spring. Program will be announced at the meeting.

GEORGE I. WYNN 1915 - 1992

On April 23, 1992 Mr. George Wynn of Danville passed away. Many of you did not know George, but for those of us that did it was a great loss.

I first met George when I joined the Family Model Railroad club around 1964. The first meeting I attended was at George's home in the Heights. As always, George and his wife, Laura, made me feel welcome. When we formed the Danville Junction Chapter in 1968 George was one of the charter members. Over the years George held several offices in the Chapter.

George was a Illinois Traction fan and modeler. He was a historian of the railroad and the Danville Street Car system. He had a vast collection of photos of the area as well as models of the IT. He was one of the founding members of the Illinois Traction Society and his passing is a big loss to that organization.

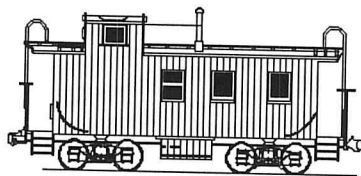
George and Stan Chausse were the two traction "buffs" in our organization. They constructed the traction section on the layout at Rossville and operated Illinois Terminal and Indiana/Ohio area traction equipment for many years. After Stan passed away and George retired, the traction portion lost operation. However, in memory of these two fine gentlemen we have kept the overhead up and placed traction cars, including a IT Class B, on the trackwork in the city. Even though we operate a portion with diesel the line is still the traction section.

For the past few years George had been in ill health. However, he continued to attend every model show we had with his son Tom, a Norfolk Southern locomotive engineer. His smiling face was always a welcome sight at the shows.

Even though the traction line at Rossville is silent, we know that somewhere George and Stan are stringing wire and running another traction layout. For George and Stan the trolley pole is up.

Our sympathy goes out to Laura Wynn and George's three sons, Tom, Bill and Don, and daughter Cathy.

Rick Schroeder



WHEEL REPORT

INDIANAPOLIS SOUTHERN is the new name for the ex-Conrail line from Indianapolis to Evansville, Indiana. Rail-Tex has purchased the line and the deal on the former I & E will be closed soon. The proposed headquarters is Petersburg, Indiana. The new company began taking employment applications at the end of March.

The Louisville line of Conrail is still for sale. Early interest was by Paducah and Louisville but talks have broken off. It is rumored that the Anacostia and Pacific, operators of the South Shore, are interested in the line. *Via Indianapolis Railfans*

GATEWAY WESTERN AND CONRAIL have begun intermodal service to the Sante Fe via E. St. Louis. The train is K100/K101 on the Gateway with TV-600 on Conrail with ATSF motive power of the

new 500 series locomotive used all of the time. Service so far is usually Tuesday through Thursday in the Alton area with the train moving through between 9 AM and 10 PM. The Gateway is adding a siding at Pleasant Hill, IL and this will help with moves between the Mississippi and Illinois Rivers.

The connection that the Gateway planned with CSX at Q Tower is still on hold. The Gateway bought the property and started building track. However, they did not have an agreement with the TRRA and SP and both railroads have objected to replacing the diamond removed a few years back. The contractor for the work has been ordered off the property and the TRRA has a court injunction against the work. It has gone to the ICC for review. At one time the TRRA threatened to place cars on the track to prevent the installation of the crossing. In the dark of night the contractor and the Gateway moved the completed diamonds off the site for fear they might be cut up. It is advised that all fans stay out of the Q tower area of E. St. Louis. The TRRA will arrest anyone in the area.

The Gateway operates the ATSF pig train out of E. St. Louis around 10 AM with the set numbers being #268/269. Train #233, usually with 5 ATSF units, leaves E. St. Louis around 3 PM arriving at Sherman near Jerseyville around 6-7 PM where they meet #322. This doesn't always happen but usually 75% of the time.

GWWR BRIDGE HIT. After the above was set in print came word that the Mississippi River bridge at Louisiana, MO was hit by a barge on Easter Sunday. The barge, one of 15 in the tow, hit the pier that supports the east end of the bridge and knocked it 20 inches out of alignment. The barge sank at the pier and as of May 8 the bridge is still not back in business. Engineers are looking at solutions to the problem which may take weeks to months to repair.

Only one side of the span is available for barges at this time and is clogging the river with tows.

Presently the GWWR is running trains via NS from St. Louis to Mexico and via BN from St. Louis to Louisiana. The cost is considerable to the GWWR and has put a dent in the planned traffic for ATSF. The stack trains are operating via the BN.

SOUTHERN PACIFIC has lost the ore train that they were running from Minnesota to Alabama with BN and WC. However, the SP has added a BTCH/CHBT train from Beaumont to Chicago hauling mostly chemical cars.

TOLONO became history on April 15, 1992 at 3:01 PM when the Train Dispatcher-Desk 2, Homewood Operations Control Center took over. To date the conversation on the NS radio is "we can't get across". The dispatcher tells the trains "The IC is lined for Amtrak" and so it goes. A recent stop at Champaign tower to see Terry Shearer on his last trick found the turnout at the north end of Tolono (within the interlocking) unusable. (Computer down). Amtrak #392 had to pull in the south end to meet #391 (waited 25 minutes) and then backed out before proceeding north. Like they say, they will make it work.

TUSCOLA will see the new diamonds in place by the middle of July. All of the cabinets are in but not set. Trackwork will begin soon and by late this summer the changeover will be made.

DANVILLE is proceeding with a July cutover possible. The IC at Tolono has the connection between dispatchers, however, apparently the Danville interlocking doesn't. With all of NS in yard limits the dispatcher will "loose" trains. As stated above, "they will make it work".

AMTRAK may quit service between

Carbondale and St. Louis this summer. Amtrak is taking comments on dropping the service and expects to remove the train in August. This would end the "River Cities" service from New Orleans to Memphis, St. Louis and Kansas City. Lack of ridership is the reason.

AT THE SCRAP yard of Azcon Steel in Alton is UP 551, 571 and ex-MP 4521, U-23B's. Beside them are CSXT U-boats #7201, 7211, 7245, and 7249. All units are being stripped of prime movers then scrapped.

CSX has been running Southern Pacific units through Danville. What? Yes you did read that correct. On April 22 train R122 had SP 8027, SSW 9628 and SP 8546. On the 23rd they came south on #123 and had ATSF #816 trailing, one of the new GE's direct from the factory. Doug Nipper saw and photographed the consist. CSX is still running foreign power on the system, however, not as many as in past months. On April 26 there was BN #7151 in Baltimore, CNW 6802 and 6861 on coal trains, 32 Conrail units in various locations, GTW 5701, 5716 and 5813 on Q398, 6 NS units in Pot Yard or Winston Salem, 7 SP units in various locations and UP 3124 and 3329 on Q605.

CSX has added the ore train tat SP lost as noted above. The train has been running over our line for about a month and is #K310 when it comes off the Wisconsin Central and #K312 when off the BN. The return train is #E710 to Chicago. The consist to the WC is usually CSX hoppers with ex-Soo cars mixed in. No pool power has showed up yet as with the train when it ran over the SP. Next month we will give you a list of all train numbers and destinations that operate through or out of Danville.

PORTION OF C & IM MAY BE ABANDON

A shutdown of the C&IM's coal transfer at Havana could become reality as of July 1, 1992. The railroad has been told by Commonwealth Edison that it is studying bids that would end the use of the facility in favor of lower cost route to Chicago. This would employ Koch Carbon Barge Terminal served by the BRC.

The Havana facility generates 45% of the revenue for the C&IM. If the Havana business is kept the railroad will explore abandoning the center of the railroad between Powerton and Barr. this would cause layoff of about 100 employees.

ConEdison is under pressure to reduce costs. The ICC is calling for the utility to refund \$281 million to rate payers for "imprudent costs" associated with coal purchases between 1985 and 1988. The C&IM has offered to cut rates, however, the UP and C&NW are also cutting rates to haul coal to the Chicago facility. At the present time the Powerton facility and the dumping facility account for 85% of the income for the railroad.

Via C&IM Chapter

NKP 587 STEAMS IN 1992

The ex-NKP light Mikado #587 will steam up this year for several trips in Indiana. Two trips were run in April and early May and the next trip from Indianapolis to Noblesville will be June 20 and 21. The trips will start from the Indianapolis Fair Grounds and travel to Noblesville on the NS line. The trip will take about an hour and a half with departure at 10:30 AM and return at 4:30 PM.

On June 27 and 28 the train will operate from Frankfort to Muncie

and return. This is similar to the trip run last year on this line. July 4,5 and 6, August 12, Sept 5,6 and 7 and October 3 will see operation on the Indianapolis to Noblesville line again.

The Museum is still trying to acquire the roundhouse and turntable at Frankfort as a new home for the #587. However, the city of Indianapolis, owner of the engine, has stated that the engine will be based in Marion County, not 35 miles away. The Museum has leased the Tipton to Indianapolis line from NS for 2 years with the provision that they buy the line. With the uncertain of the storage of the engine at Frankfort the plans may fall through. *Via Dayton Ties and Tracks.*

GATEWAY WESTERN SANTA FE

As you have been reading, the Gateway Western is rapidly becoming a line for the Sante Fe Railroad to reach eastern gateways via the St. Louis gateway. Two years ago the investment banking firm of Wertheim Schroder and Co. acquired the 300 mile line from Kansas City to St. Louis from the bankrupt Chicago, Missouri and Western. The deal was made possible due to a haulage agreement with the Sante Fe guaranteeing the regional carrier with a certain number of trains.

Over the two years since the takeover the agreement has been revised several times. In 1990 the Sante Fe routed 444 trains via the Gateway. In 1992 the railroad expects to route 1,444 trains over the line into E. St. Louis. That agreement runs until 1999.

The Sante FE has needed an additional connection to the east coast beside the Chicago gateway. Also, they wanted to get to the inland waterway of the Mississippi River. In the past the Sante Fe had to move

grain to the Gulf ports in Texas or hand it over to other railroads. Now they will be able to reach the grain terminal at Cahokia, Illinois. The connections at E. St. Louis with CSX and Norfolk Southern give them the additional gateway to the broiler industry in the southeast.

Under the haulage agreement with the Gateway Western the ATSF trains operate with GW crews but use ATSF motive power. The other side of the agreement is ATSF hauls some of the GW local freight in ATSF trains and the GW pays for that part of the service. ATSF has been moving two trains each way a day and have now added the stack train as noted. An additional TOFC train is also running. To date intermodal traffic has accounted for 47% of the ATSF traffic over the Gateway. Grain is the next big move with 19% hauled with general freight making up the rest.

With the Gateway making changes in clearances, adding sidings and installing additional welded rail, the 300 mile line will become a major part of the ATSF connection system. An example of how important the ATSF believes the line is became apparent a few months back in their fine publication when the photograph of the new locomotive monitoring facility showed the Gateway on the ATSF map.

For the railfan the Gateway is a great railroad to follow as all dispatching is done by manual blocks and the radio is a must. But the end of 1992 most of the railroad will be up to 50 mph so be ready to chase.



D&H TO BUY NEW YORK LINE FROM CONRAIL

The Delaware & Hudson is planning to exercise its option to purchase Conrail's Southern Tier Line between Binghamton and Buffalo, N.Y.

The option, granted to D&H by Conrail in December 1990, includes branch lines serving Alexander and Bath, as well as industrial trackage at Binghamton, Elmira and Corning.

Under the terms of the agreement between Conrail and D&H, a definitive asset purchase agreement now must be negotiated after which approval of the sale by the Interstate Commerce Commission must be obtained.

"We are pleased that D&H has chosen to exercise its option and we are hopeful that a definitive agreement will be reached," said Charles N. Marshall, Conrail's senior vice president-development.

"We look forward to a successful conclusion to the negotiations," said Gil Mackie, president of D&H Railway and executive vice president of CP Rail System, "and to welcoming customers to the service provided by the transcontinental CP Rail System."

The sale would result in a reversal of the owner-tenant relationship of the line. D&H has used the line on a rental basis since Conrail's formation on April 1, 1976, and has become a larger user of the line than Conrail on many of the segments involved. Conrail would continue to operate over the line in a trackage rights agreement after its sale.

CP Rail acquired D&H in 1990. D&H, which previously was owned by Guilford Transportation, was operating under bankruptcy protection at the time it was acquired by CP.

Via Rail News Update

CONSORTIUM DESIGNS LOCOMOTIVE TO RUN BY ELECTRICITY OR TURBINE

Republic Locomotive and Turbomecs Engine Corp. are leading a consortium to develop a lightweight, high-speed locomotive that can be powered by electricity or an aircraft-type turbine engine.

The companies have submitted a bid to Amtrak to provide the "Republic Turbo Xpress" locomotive, which they claim weighs 50 tons less than a traditional diesel with the same 3,083 horsepower.

Republic, based in Greenville, S.C., said the locomotive can operate at sustained speeds of 125 to 150 mph on a gas turbine, which can use diesel, ethanol or methanol. On electrified "third rail" in inner cities, the locomotive can operate at up to 60 mph, it added.

With a dual-power system, the locomotive could run on electrified track such as Amtrak's line from New Haven through New York to Washington, said Chris McCarthy of RBC Associates, a Washington, D.C., consulting firm that represents Republic and Turbomeca.

The turbine engine allows the locomotive to operate on standard class 6 track, he added.

Republic and Turbomeca are banking on Amtrak, which is now weighing several plans for high-speed rail, according to Hugh B. Hamilton Jr., president and chief executive of Republic.

"We see only two alternatives," he said.

The first is electrifying the track, such as in the Northeast Corridor, which could be prohibitively expensive. "The other is lightweight, high-speed locomotives," he added.

While many are looking for an increase in commuter and passenger

railroad demand, the Republic Turbo Xpress may not be embraced automatically by the industry.

"This project is a little bit of a gamble," said a railroad industry analyst, who asked not to be identified. "If it works, everyone will be in love with it. If not, it will be a white elephant and people will say I'm glad I didn't get involved."

Turbomeca of Grand Prairie, Texas, will supply the turbine engine for the new locomotive. Its French parent, Turbomeca, is testing turbines on trains in France. Mr. McCarthy said.

Republic bought and updated a locomotive design from ANF Industry of France, including the "truck" - or the wheels and undercarriage frame.

AEG Westinghouse of Pittsburgh would provide the electrified third rail system and power components. Voith of Germany would build the transmission.

Via Journal of Commerce

SOUTHERN PACIFIC

Rio Grande

The D&RGW is now a 2-person-crew railroad for through freights and coal trains. All coal trains bound from west to Grand Junction to points east of Pueblo will operate via Tennessee Pass instead of Denver. As a prime example the CVCLC (Converse Mine to Coletto Creek TX coal) used to go via Denver, full train plus a helper out of Grand Junction. Now the train is split into two sections at Grand Junction and operates via Tennessee Pass. Each section gets the Minturn Helper since the first section is usually 203 hours ahead of the second. The sections are put back together at Pueblo for the trip south on the BN to Texas. Other weekly trains currently going via Tennessee Pass: SNEC (Skyline Mine UT to E. St. Louis IL), TCICC (Terror Creek Mine to Illinois central), and ARESC (Arco Mine to E. St. Louis). *Via Flimsies*

CAT TO BUILD LOCOMOTIVE ENGINES

Morrison Knudsen Corp. announced yesterday that Caterpillar, Inc. will be building the engines for the Idaho-based company's new generation of railroad locomotives.

The engines will be built at Caterpillar facilities in Pontiac, Mossville and Lafayette, Ind.

Tom Smith, president of MK's Rail Systems Group, said MK would use Caterpillar's heaviest 5,000-horsepower engines for its heavy haulage locomotives and smaller, 2,300-horsepower units for its new commuter locomotives.

In addition, Smith said, Caterpillar-built liquified natural gas engines will be used in new switching locomotives. He said those locomotives would be intended for switching yards in cities with highly polluted air - such as Los Angeles and Mexico City.

"We feel that Caterpillar has made breakthroughs in power levels, emissions control and the use of alternative fuels," said Smith in a downtown Chicago news conference called to announce the agreement with the manufacture. He didn't say when Caterpillar would begin to build the engines.

Caterpillar vice president Richard Thompson declined to comment on the money value of the pact or how many jobs it might create.

"We're expecting a gradual building of jobs," Thompson said.

Smith said the locomotives would be built in Boise, Idaho, and possibly at Mountaintop, Pa.

Thompson said the first MK alternative-fuel locomotive built would be a 1,200 horsepower switching engine, and that would be followed by a 2,000 horsepower direct-injec-

tion engine currently under development in conjunction with the Gas Research Institute in Chicago.

Thompson said he did not expect the current strike against Caterpillar by some 10,800 members of the United Auto Workers Union to have any effect on the agreement with MK. A number of the workers have been out for five months.

"Our view of this is longer-term," said Thompson of the locomotive project.

Via *Bloomington Pantagraph*

AMTRAK NEWS ITEM

The FY1993 Amtrak budget submitted to Congress by President Bush recommends continuing funding for Amtrak. However, the levels are significantly below what is needed to continue the quantity and quality of passenger service now



provided by Amtrak. The table at right shows the difference between the President's request and the amount needed to continue operating at present levels of service. In fact, the President has once again proposed a "shut down" budget. Fortunately Congress has come to Amtrak's rescue in the past. Readers are urged to write their Congressmen and Senators asking them to approve the Amtrak funding for FY1993 at the levels requested by Amtrak.

The travel industry slump has continued to hold down Amtrak's revenue and ridership growth. During the period of October to December 1991, revenue was \$11 million below projections. Ridership was

seven percent and passenger miles about two percent the same time in 1990. To offset a projected \$67 million revenue shortfall for the entire FY1992, Amtrak announced a number of cost-savings measures in January:

1. Frozen management salaries.
2. Furloughs of 2 1/2 - 3 1/2 months for about 1,000 of the 1,250 maintenance employees at Beech Grove.
3. Continue eliminating positions through attrition or furloughs.
4. Adjust train consists to better match ridership demand.
5. Possible train frequencies and route adjustments during the spring and summer of 1992.

The above actions are subject to revision as Amtrak's business rebounds. Amtrak President W. Graham Claytor, Jr. said these actions are "...extremely regrettable," but that it is "...absolutely necessary for Amtrak to balance its costs and income during the current fiscal year..."

Via *Amtrak Newsbreak and Employee Action Advisory*

NRHS SPRING DIRECTORS MEET

New Chapter Operations Manual was distributed to Directors at the meeting. A new budget was adopted. The society film collection continued to grow with the purchase of 5 new films and the donation of 33 films from the French

National Railways.

The 1988 convention refunds were discussed with the final report accepted showing no surplus to be divided. The Tri-state Chapter believes all claims have been settled.

Proposals were received for additional classes of membership as well as levels of contributory and corporate membership. The report will be distributed with minutes of the meeting to Directors.

The 1994 board meeting will be in St. Louis in the spring and Long Island in the fall of 1993.

Recently submitted to the chapter by Regional Vice President Dr. Albert Howe is the Procedure for Documentation of Historic Railway Structures. Development of a more complete manual is in the process for distribution to NRHS chapters.

The list of Chapters as of April 11, 1992 indicates that the **Danville Junction Chapter is the oldest in Illinois**. We were chartered on August 31, 1968. Following us were the North Western Illinois Chapter and the Blackhawk Chapter on September 6, 1969. Overland came on board November 12, 1972 with Chicago on April 27, 1985 and C&IM on May 5, 1991. There were 8 chapters created at the time of our charter. To date only 5 of those are still active. Next year we will be 25 years old. With the convention in Chicago we hope that as many of our members as possible will attend the convention.

AMTRAK BUDGET INFORMATION (in millions of dollars)			
ITEM	Amtraks' FY 1992 Actual Funding	Amtrak's FY 1993 Request	President's FY 1993 Request
Operating Costs	\$331	\$331	\$123
Capital Expenditures	\$175	\$300	\$74
Railroad Retirement/ Unemployment	\$146	\$146	\$146
TOTAL	\$652	\$777	\$343

NORFOLK AND WESTERN 611

Tuesday, June 23 and Wednesday, June 24, 1992

Roanoke Chapter Independence Limited '92

Lafayette, IN to Danville, IL and Danville to Decatur, IL

On Tuesday, June 23, Norfolk Southern and the Roanoke Chapter, National Railway Historical Society will operate Independence Limited '92 from Muncie, Indiana to Danville, Illinois. On Wednesday, June 24, the train will travel from Danville to Granite City, Illinois to complete its four day journey to St. Louis. This will be a one-way excursion that will stop in Lafayette and Attica, In and then spend the night in Danville. On Wednesday the trip will originate in Danville with stops in Homer, Tolono, Bement and Decatur and beyond. See schedule below for times and ticket prices.

Depart To:	Attica	Danville	Homer	Tolono	Bement	Decatur
Lv. Lafayette 1:30 PM	\$8/5	\$16/8				
Lv. Attica 2:30 PM (1)		\$9/5				
Lv. Danville 9:00 AM			\$8/5	\$12/6	\$18/9	\$24/12
Lv. Homer 10:00 AM				\$8/5	\$12/6	\$18/9
Lv. Tolono 11:15 AM					\$8/5	\$12/6
Lv. Bement 12:15 PM (2)(3)						\$8/5

1) Ar. Danville 3:45 PM (2) Photo Runby (3) Ar. Decatur 1:00 PM
Prices denote: Adult/Child under 12. All times CDT.

Tickets are also available on the Decatur to Granite City segment for Taylorville, Litchfield and Edwardsville. Both open window and air conditioned coaches, open seating, no seats reserved. First class will be in a special section of the train.

Photo stops will be made subject to favorable operating conditions. Norfolk Southern reserves the right to substitute motive power as necessary. Every effort will be made to run the excursion "on-time", however, the Roanoke Chapter and the Danville Junction Chapter assumes no liability for inconvenience caused by delays. Should the trip be canceled tickets shall be refunded less 10% for administration costs. Train will run rain or shine.

PLEASE NOTE: The Danville Junction Chapter is only engaged in selling tickets for the train portion of any trip. The passenger is responsible for his or her own transportation to or from distant connection points, and the Chapter is not liable for missed connections.

DANVILLE JUNCTION CHAPTER, NRHS
P O BOX 1013
DANVILLE, ILLINOIS 61834-1013

TO:

NORFOLK SOUTHERN #611 EXCURSION - JUNE 23/24, 1992

Plan now to ride behind steam across the former Wabash Railroad from Lafayette, Indiana to Decatur, Illinois this summer. This is a once in a lifetime opportunity to take your children on a steam train across the farm land of our two fine states. Relive the past as locomotive #611 brings steam to Illinois in 1992.

The Danville Junction Chapter, NRHS, will be selling tickets at the Danville stop on Tuesday June 23 from 2:00 PM until one hour after the train departs for Tilton. Tickets will again be sold in Danville beginning at 7:00 AM on the 24th prior to the departure of the train at 9:00 AM. The boarding site will be at East Main Street and the Norfolk Southern tracks in downtown Danville. We advise you to purchase in advance to avoid the crowd. For information call 217-446-0977

I wish to place the following order for tickets to ride the steam excursion on June 23/24, 1992

_____ Tickets from _____ to _____ \$ _____

NAME: _____ Phone No. _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP _____

Return to : Danville Junction Chapter, NRHS **Checks Only Please**
 P O Box 1013
 Danville, IL. 61834-1013

NORFOLK SOUTHERN 1992 STEAM SCHEDULE

N&W 611 heads the program this year and will be assisted by SOU 4501, the grand dame of steam operations. N&W 1218 will return to the program in 1993. The locomotives are alternating shopping at Birmingham Shop Facility for routine maintenance.

March 28 and 29 ... 611 .. Birmingham AL-Chattanooga TN & return. [Heart of Dixie-NRHS]
April 4 and 5 611 .. Jacksonville FL-Valdosta GA & return. [North Florida-NRHS]
April 11 611 .. Salisbury-Asheville NC & return. [NC Transp History Corpn]
April 12 611 .. Salisbury NC-Lynchburg VA & return. [NC Transp History Corpn]
April 25 611 .. Alexandria-Lynchburg VA & return. [Washington DC Area Jt Comm]
April 26 611 .. Alexandria-Front Royal VA & return. [Washington DC Area Jt Comm]
May 2 611 .. Bristol-Radford VA & return. [Watauga Valley-NRHS]
May 3 4501 .. Johnson City TN-Asheville NC RT or O/W not shown [Watauga ValleyNRHS]
May 16 611 .. BellevueOH-Kenova WV One-way overnight.[Mad River & NKP Society]
May 17 611 .. Kenova WV-Bellevue OH one-way. [Mad River & NKP SOciety]
May 30, 31 611 .. Columbus OH-Kenova WV & return. [Ohio Railway Museum]
June 6 and 7 611 .. Ft.Wayne-Peru IN & return. [Fort Wayne Historical Society]
June 13 and 14 611 .. Chicago IL-Fort Wayne IN & return. [Chicago-NRHS]
June 20 611 .. Portsmouth OH-Williamson WV & return [100th Anniversary N&W
[C. P. Huntington-NRHS]
June 21-24 [Contact Roanoke-NRHS for INDEPENDENCE LIMITED details]
June 27 and 28 1522 .. St.Louis MO-Glen Carbon/Coffeen IL & return. [St.Louis-NRHS]
July 11 and 12 611 .. Detroit MI-Ft.Wayne IN 7 return. [Bluewater Michigan-NRHS]
July 18 611 .. Buffalo NY-Girard PA & return. [Niagara Frontier-NRHS]
August 8 611 .. Erie PA-Rocky River OH & return [Diesel return]. [Lake Shore-NRHS]
August 15 and 16 .. 611 .. Cleveland-Bellevue OH & return. Ohio State Fair [Mad River-NKP Soc]
August 24 611 .. Roanoke-Radford VA & return. Natl Guard Assoc Conv. [Roanoke-NRHS]
September 12 4501 .. Tentative - Destination to be announced. [Asheville-NRHS]
September 13 4501 .. Tentative - Asheville-Bulls Gap & return. [Asheville-NRHS]
September 19 611 .. Cincinnati OH-Muncie IN & return. [Cincinnati Railroad Club]
September 20 611 .. Cincinnati OH-Danville KY & return. [Cincinnati Railroad Club]
September 26 611 .. Lexington KY-Chattanooga TN one-way, overnight [Bluegrass RR Museum]
September 27 611 .. Chattanooga TN-Lexington KY one-way. [Bluegrass RR Museum]
October 3 and 4 ... 4501 .. Huntsville AL-Chattanooga TN & return. [North Alabama-NRHS]
October 10 611 .. Roanoke-Walton VA & return [2 trips] [Roanoke-NRHS]
October 11 611 .. Roanoke VA-Bluefield WV & return. [Roanoke-NRHS]
October 17 4501 or 611 Greenville SC-Atlanta GA & return. [Greenville-NRHS]
October 18 4501 .. Greenville-Columbia SC & return. [Greenville-NRHS]
October 24 611 .. Charlotte-Asheville NC via Salisbury & return. [Piedmont Carol-NRHS]
October 25 611 .. Same via Hayne/Saluda & return. [Piedmont Carolinas-NRHS]
[Contact Tennessee Valley Railroad Museum for trips operating in
October at Chattanooga]
October 31 611 .. Greensboro NC-Roanoke VA & return. [Greensboro-NRHS]
November 1 611 .. Greensboro-Asheville NC & return. [Greensboro-NRHS]
November 7 611 .. Atlanta-Toccoa GA & return. [Atlanta-NRHS]
November 8 611 .. Atlanta-Destn to be announced & return. [Atlanta-NRHS]
November 14 and 15 611 .. Birmingham AL-Chattanooga TN & return. [Heart of Dixie-NRHS]
