

# 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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## COMING EVENTS

### November 18, 1993

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

### November 20, 1993

NKP 587 IU - Purdue excursion from Indianapolis to Bloomington, IN. \$39.50, ITM, PO Box 83, Noblesville, IN for more info.

### ~~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.~~

### November 27, 1993

Ft. Wayne, IN. Train and Collectable toy Show, The Lantern Reception Hall, 4420 Ardmore, 11-4 PM, \$2.

### Nov 27 & Dec. 4

Lunch with Santa on the Train. Monticello Railway Museum, reservations only, PO Box 401, Monticello, IL 61856

### December 5, 1993

Annual Christmas dinner to be held at the Pizza Inn, corner of Williams and Gilbert Street at the Conrail tracks. Time: 1-5 PM, Program, Railroads of the Idaho by Mike Vice, see this issue for details.

### December 12, 1993

Wheaton, IL. Great America Train show, DuPage County Fairgrounds, 10-4 PM, Admission \$4.

## NEXT MEETING

The November meeting will be held at the Palmer Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM. This meeting will see election of officers for 1994.

Final plans for the upcoming Model Railroad Show will be made. Depending upon table sales we will have made a final decision on the show. We will need help both days and on Friday night setting up tables.

CANCELLED

Contact John High if you cannot attend the meeting but can help either day. His phone is 217-443-5836. We would like to get some work done on the museum before bad weather, however, November is a busy month.

Bob McQuown will present the program this month. Due to technical difficulties last month Bob was unable to show the slides of his trip this past summer to England. We will try again and this will give some of you a second chance to make the meeting (maybe Rick can make it this time).

## MOTOR CARS ON THE CLINCHFIELD

*By Hank Sherwood*

On Saturday, August 21, 1993, 30 railroad motorcars ran northbound from Marion, North Carolina scheduled for a midday arrival at Erwin, Tennessee. The group was dispatched by the CSX Dispatcher in Jacksonville as "Extra Tourist Train" and lead by a high-rail truck with the local CSX Roadmaster on board.

Since the speeders were insulated from the track and the track was not shunted, OS sections would not be shown on the dispatchers panel. The roadmaster kept in radio contact by giving every milepost we passed. All cars were kept bunched up so the entire "train" was no more than two miles "long".

The group maintained a speed of 30 miles per hour, having meets with coal trains almost every siding. Due to heavy traffic and a train breakdown, we went only as far north as Kona, NC and then returned. This was a rare and very picturesque motorcar run that included 18 tunnels on one of the busiest mainlines in the eastern United States. On the Saturday prior to our run a total of 42 trains passed this section in 24 hours.



In the photo we are stopped at Milepost 209.8, the Seiver passing track, holding the mainline on the southbound leg of the trip. The motorcar is a Fairmount M-19, a former C&NW car.

## RAILFANS BEWARE

Railroads are experiencing a rash of vandalism, property destruction, thievery and several instances of attempted and actual train wrecking. Security forces are clamping down with instructions to arrest anyone found on railroad property for trespassing.

The State of Virginia has enacted a no trespassing law as of July 1, 1993. It classifies walking on train tracks a misdemeanor punishable by a \$250 fine. The law was passed after nine Virginia short-line railroads campaigned to the state legislature that accidents were endangering the public and threatening to sink the small rail operations under multi-million-dollar liability suits. Dennis Walker, President of the Norfolk and Portsmouth Belt Line, cited two death and several injuries in the last four years along or near its 13 miles of track. He stated: "have a great number of folks who routinely come out on the tracks and go crabbing or fishing off trestles or do all sorts of recreational activities." Under the law, walking along a railroad track for

any reason besides crossing it can be prosecuted as a misdemeanor. First offenders face a \$250 fine, repeat offenders a bigger fine and possibly jail time. According to the FRA, railroad trespassing led to 533 deaths in 1992 compared to 524 in 1991.

*Via Watauga Valley Chapter*

## DERAILMENTS AND HOLDUPS

The Wheeling and Lake Erie has stepped up security for trains following a series of derailments in the southeastern Ohio area. In one of the more serious incidents, a W&LE coal train derailed after someone had pulled spikes out of the track leading into a curve near Georgetown. This was the fourth in a series of derailments believed to be possibly related to the UMW coal miners strike against Consol Inc., which has mining operations served by W&LE trackage. Since interference with interstate commerce is a federal offense, the FBI has begun an investigation into this matter.

On August 30, mask men holding flares, forced a Buffalo and Pittsburgh coal train to stop in the predawn darkness near Juneau, Pa. When the train stopped about 20 people, wearing masks and camouflage, came out of the woods and

climbed aboard the hopper cars dumping some of the coal on the ground. The crew of the 49 car B&P coal train was not hurt and was able to deliver the remainder of the coal to the Keystone Electric Generating station near Shelocta. It was thought that this most unusual incident was related to the UMW strike against the Rochester and Pittsburgh Coal Company which is the major supplier of the generating plant.

*Via The Mainline - Cleveland*

## EDITORIAL

You have just read two stories of the kind of problem that railroads face and why we as railfans find more and more restrictions to our hobby. In past years I have stated that we are lucky to have as much freedom as we do for photography and watching trains. No other industry of this size "puts up" with as much trespassing as the railroads do.

We as railfans must become responsible for our actions. In the recent issue of *TRAINS* there is an article about the signs being posted by Conrail at Porter, Indiana. Porter is one of the "hot spots" located east of Chicago in Porter, Indiana. One of the summer issues of *TRAINS* listed Porter as one of the Chicago area "hot spots" and with the thousands that traveled to the NRHS convention in Chicago the crossing became more famous. The results of some railfans setting cameras in the center of tracks, kids in the area, and cooking along the right-of-way while watching trains, Conrail decided enough-is-enough and erected signs. **THEY ARE ENFORCING THE NO TRESPASSING.**

In past articles I have stated that even standing on a bridge you are still on railroad property (in most states) as the railroad owns the property and the highway department has the right to cross. So when the railroad cop tells you to

get off the bridge he, in many cases, has the right to do so.

As with any hobby, there is a small percentage that has ruined our reputation with the railroads. I am fortunate that the firm I work for also works for railroads. I am able to enter railroad facilities and look around. However, I still must obey the carriers rules and regulations in which many times photography is not allowed. This is more of a must in my position as should I violate the rules the carrier may not hire my firm again.

The next time you are out railfanning remember, you are privileged to be in a location to photograph trains and if ask to leave, do so. Don't pitch litter out on railroads or any other property, respect where you are. The day may soon come when railroad photography may be as difficult as walking into a GM plant to photograph a new car.

*Rick Schroeder, Editor*

## AMTRAK

President W. Graham Claytor reportedly has told associates that he plans to retire by the first of the year. However, the 80-year-old Claytor said the same thing a year ago... The X2000 made its final Metroliner runs on September 29, and was due to be loaded on a ship at Baltimore October 5 for the return voyage to Sweden. On the same day the German-built InterCity Express (ICE) begins regular Washington-New York service as trains #112 and 223 through October 29, shifting to #112-123 November 1 through December 17. Now running under wire with its two locomotives (one on each end), the ICE has shed F69PH-AC diesel units #450-451 which powered it on the recent nationwide tour. The two ex-Amtrak units are painted white with red stripes to match the ICE, and carry

Amtrak, Siemens and Electro-Motive lettering on their sides.

Amtrak had a tragic accident on CSX east of Mobile, Al. While much coverage has been provided in national and local media, for our record, the consist of the Sunset on this date was brand-new GE #819 on the point, F40's 262 and 312, baggage 1139, Hi-level Heritage coach-dorm 39908, Superliner coaches 34083, 34068 and 34040, Hi-level Heritage Lounge 39973, Superliner diner 38030 and Superliner sleeper 32067. The three locomotives, the baggage car and the coach-dorm are all definite write-offs, and the disposition of Superliner coaches 34083 and 34068 are up in the air. They are in fact repairable, but due to the repair cost estimated to be higher than their book value, they could also become write-offs.

Amtrak's new Superliner II cars are moving from the Bombardier plant in Barre, VT in freight service to Palmer, MA, and at that point a light Amtrak locomotive and crew out of Boston moves the car to Albany. The car then continues west on the *Lake Shore Limited*, immediately behind the locomotives. In the Toledo area, a special restriction at walking speed is required and the train must operate on Conrail's #2 track. Presumably, Conrail will at-

tend to this problem prior to this equipment becoming a regular *Capitol Limited* assignment.



Production schedules suggest that a maximum delivery rate of five cars per month is expected from Bombardier. It would appear that one line will build 49 sleepers (through March, 1995), six deluxe sleepers (April-June, 1995) and 38 coaches (May-December, 1995). A second line will produce 12 transition-dormitory cars (through February, 1994), 20 dining cars (February-November, 1994) and 15 lounges (November, 1994 - May, 1995). At the time this column was

written, reports suggested that another 35 cars would be orders. At one time, plans indicated that 35 new transition-dorms would be ordered, which would replace the former El Capitan transition coach-dorms, which could be rebuilt as high-level coaches to provide over 30 additional seats per train. Ten additional diners and lounges would provide an additional diner on the Los Angeles-Chicago run via Salt Lake City. The additional lounges open up several possibilities, and the extra cars would be available if a daily Sunset ever becomes a reality.

All of this is an important component in planning for Amtrak's future. However, a more immediate problem lies ahead. After some brave talk about Amtrak's importance, the Clinton Administration has proposed to cut Amtrak funding. Also, the Corporation has lost big dollars coping with the 1993 floods in the Midwest (covered in depth in October Trains). Amtrak has run some trial balloons up, suggesting in a Philadelphia Inquirer article on Saturday, October 2 that Harrisburg service will be cut some more, and the *Texas Eagle* and *Pioneer* may be candidates for tri-weekly instead of daily operation. When the full extent of Amtrak's funding shortfall is finalized, exact service cuts will be announced, most likely in timetable supplements.

Via Cinders, Philadelphia Chapter

## TO TILT OR NOT TO TILT?

One of the conclusions that Amtrak has been able to draw from its X2000 testing is that tilting can contribute significantly to passenger comfort levels in high-speed operation.

The active hydraulic system employed on the X2000 has performed admirably well at curving speeds of up to 50% higher (than conventional equipment). "We've shown

APPROPRIATIONS SUMMARY				
(Millions of Dollars)				
	FY '93 Actual (incl. suppl.)	FY '94		
		Clinton Budget	House Bill	Amtrak Request
Amtrak:				
Operations	\$351	\$331*	\$331	\$381
New 403 (b)	-----	-----	-----	\$10
Capital	\$190	\$165	\$100	\$250
Mandatory				
Payments	\$146	\$137*	\$137	\$137
NE Corr. Proj.	\$204	\$204	\$130	\$250
High Speed Rail**	-----	\$140**	\$0	\$140**
IC Rail Psgr Total	\$891	\$977	\$698	\$1,168**
Federal Highway	\$18,095	\$20,590	\$19,725	-----
Federal Aviation	\$8,918	\$9,229	\$8,448***	-----
Intercity Rail				
Passenger as				
% of Road/Air/				
Intercity Rail Total	3.2%	3.2%	2.4%	

\*Budget shows \$468 million for "core operations" including mandatory payments and an estimate of \$147 million for those payments. (\$468 mil. = \$331 mil. plus \$137 mil.)

\*\*The \$140 million (which includes \$29 million for a maglev prototype) of course was not included in Amtrak's budget request but for purposes of comparability is included here in the Amtrak column and the "Amtrak Request" total.

\*\*\*The FY '94 decline in aviation funding is partly due to resistance from airlines, which must themselves pay part of airport-improvement costs and which are eager to keep costs to a minimum.

that we can have a reliable tilting system," says Ed Lombardi, Manager-Performance and Tests at Amtrak's Office of Engineering. "The X2000 has not skipped a beat."

But tilting may not be the final specification that Amtrak develops for its own high-speed trainsets, although (Amtrak) recognizes that there may be corridors where tilting will be important. Lombardi cited the higher initial purchase and long-term maintenance costs of tilting technology.

According to Jim Michel, Assistant Vice President-Design and Construction, computer simulations for the upgraded New York-Boston right-of-way showed that the time savings for a tilting (as opposed to a non-tilting) trainset would be about 10-15 minutes, with both types offering a total trip time under three hours. "The question is," Michel says, "Is a few minutes worth the expense of maintaining the tilting system?"

Also, if the tilting system were to fail, under current FRA regulations, train speed would have to revert to

the norm of three inches cant deficiency, the most restrictive safe condition. "You'd get penalized," Lombardi says. "Normally, our Boston trains are running with five inches of cant deficiency, under FRA waiver. If the tilt system wasn't working, the train would be violating the conditions of the waiver (if it did not drop down in speed to a level lower than that of conventional equipment allowed to operate at five inches)".

These restrictions could change, but this will depend upon the FRA establishing track safety standards for above 110 miles per hour, which Michel says currently do not exist.

So, the jury is still out on tilting. However, Amtrak does say that if the technology is to be incorporated in the North American high-speed trainset, it will be an active system.

Via The Pioneer, Chicago Chapter

## UP TO BUY AC UNITS FROM GE

Union Pacific has become the second major U.S. railroad to order AC traction locomotives.

The Journal of Commerce reported that UP has ordered three units each with 4,400 horsepower from GE Transportation systems. The locomotives will be delivered in the second quarter next year and will be used in coal-hauling service.

The order also brings GE into the AC traction picture. The first order - by Burlington Northern for 350 locomotives, each with 4,000 horsepower - went to the Electro-Motive Division of General Motors. The first





eight BN units are expected to be delivered later this year and will also be used in coal service.

AC locomotives are thought to deliver greater horsepower and tractive effort than the DC locomotives U.S. railroads have been using for more than 50 years. As a result, three of the AC traction locomotives could do the work of four conventional DC units, reducing operating expenses.

Earlier this year, the AAR issued request for proposal for a test fleet of up to 26 AC traction locomotives generating 5,000 horsepower each. Those locomotives would be tested on a group of 10 railroads.

*Via Rail News Update*

## **SPRINGFIELD**

Progress on the West Track Segment for the relocation project is moving strong. On October 26 the first train backed onto the new track. Two weeks prior to that date the Southern Pacific set a temporary turnout in their mainline to connect the future NS track to their alignment. This will be route for the Illinois Central to get to Currans Elevator and the GWWR to get to Roodhouse.

On the 25th NS moved 45 cars of ballast to Springfield on train #921. The cars, standard 100 ton coal

hoppers, were loaded at Findlay, Ohio at the ballast source for NS. The contractor was not ready until the 26th. The schedule was for the NS crew to be at Iles at 7:30 AM and meet the SP pilots. As in the past, they never showed up and a phone call to the crew caller revealed that they had been assigned another train on the SP and no additional crews were available. NS canceled the move, however, engineering calls to the SP General Manager got the ball rolling and a crew was located by noon and, after several delays, delivered the train to the new track by 4 PM.

By the 27th the 45 cars had been unloaded and the track had ballast for the first mile, almost to Chatham Road. Additional cars will be moved in 25 car blocks and spaced to allow tamping of the track in between loads.

Construction is proceeding west of Route 4 toward the NS mainline near Route 36. Siding construction was scheduled to begin the first week of November after arrival of six more strands of rail from NS. The plan is to connect the SP Roodhouse line in by the middle of November. On the East Track Segment the SP is upgrading the siding between Hazel Dell and KC Junction. After the siding work is complete the crew will begin inserting ties on the future NS mainline. NS is in the process of designing the

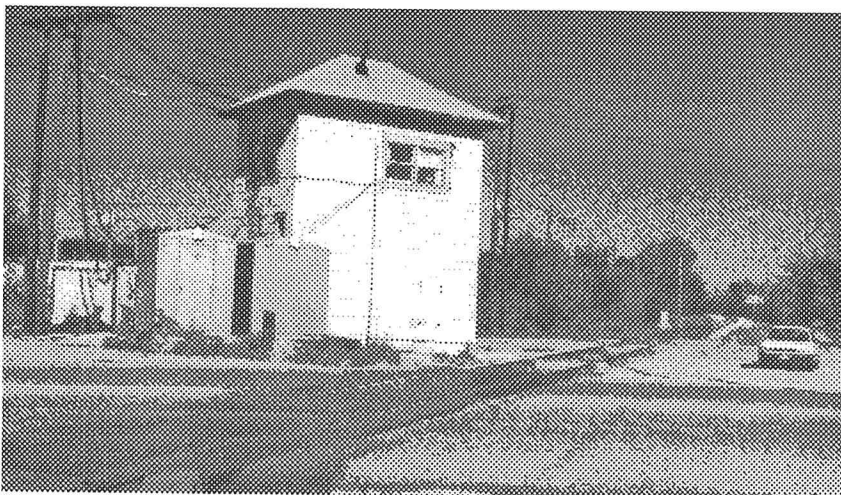
signals for the entire project.

The general contractor is grading and preparing the subgrade north of the Mid States Warehouse. North of the Roodhouse line to Iles Avenue the contractor is placing the subballast in preparation of ballast. Unlike the west segment, this ballast will come from Paduach, Ky. by barge up the Illinois River to Havana, then by truck to the site. This project does not have a connection to existing track and therefore no ballast cars can be used.

Iles tower is scheduled to be closed between March 1 and April 1, the date of closing Iles Avenue for construction. The tower will be worked remote from the yard office for the 3 to 4 months prior to final cutover. About 600 feet south of Iles Avenue will be the new Iles interlocking, about 1000 feet long. At the south end of the triple track will be Hazel Dell interlocking, about 1400 feet long.

Next year, after completion of the project, there will be several good photo locations. Iles Avenue will be wide open and both railroads will split on the north end. The south end will have a signal bridge spanning the track. In 1995 the city will build an overpass at Stanford Avenue which will go over the interlocking, good photo location. At Hazel Dell the north bridge will be 90 feet long spanning 5 tracks while the south bridge will span 3. Around the curve to the west on NS will be West Grand Avenue with a nice curve through the crossing. Both Chatham Road and Route 4 go overhead and will make nice locations. But remember, many locations will be on railroad property.

(Cont. next page)



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Iles Tower, Springfield. Looking north along the Southern Pacific Railroad crossing Norfolk Southern. To be closed and removed March 1994.

Next month? I hope I can report that the track is in service. Recently I gave member and Springfield area resident Art Finney a tour of the project. If any of you are interested in a tour I might be able to work in into my schedule. However, weekdays are the only time I am there. Drop me a note if interested.

Rick

April 1, 1994. Norfolk Southern must remote the tower prior to that date so look for the tower to go in late March. The Southern Pacific is in the planning stage to install Electro-Code on the mainline. When installed, Ridgley tower will be gone. The new system is to be in place prior to the cutover of the trackage at Iles in July of 1994.

patcher getting the Decatur line while the Henderson to Louisville line went to the Monon side.)

*Above via the Bull Sheet.*

Trackwork in Danville is almost finished. However, if you stop by the North Yard location and look north you will see that the track is getting worse. Trackwork began at Cory, just south of North Yard, and proceeded south to RB Junction south of Brewer. The running track was upgraded with welded rail, new ties and ballast and surfaced. The mainline was touched up but not to the same degree. North of Danville the No. 2 main is still rough and nothing was done north of town. South of Brewer the siding at Dickason was upgraded with new rail as were some sidings further south.

Crews are still a problem with some trains sitting 3 or more hours. CW40-8' are in the yard more now, sometimes a set of two will at Brewer laying over like the yard engines. Seems strange to see them there when only a short time ago they were a rare treat. Too many of them now. It has been noted on many through freights that EMD is displacing the GE's that used to see service through here.

## FLOOD COSTS MAY REACH \$300 MILLION

During the recent Midwest flood, America's railroads and their employees delivered the freight "in the face of the most brutal natural disaster ever to befall our industry," the nation's chief rail spokesman has told a Congressional committee.

In testimony before the House Commerce Committee's Subcommittee on Transportation and Hazardous Materials, AAR President and CEO Edwin L. Harper said that the total cost of coping with the record Midwest flooding

## FREIGHT BOXSCORE

	1993	1992	% Change
<b>Carloadings</b>			
Week 38	338,559	336,170	+ 0.7
38 weeks total	12,265,885	12,324,655	- 0.5
<b>Revenue ton-miles (billions)</b>			
Week 38	21.8	21.3	+ 2.3
38 weeks total	783.0	780.8	+ 0.3
<b>Intermodal</b>			
Week 38	152,808	145,180	+ 5.3
38 weeks total	5,120,196	4,778,815	+ 7.1

## TOWER CLOSING

CSX recently closed "RN" tower in Ravenna, Ohio since the tower was no longer needed due to the crossovers being removed earlier. As of September it was still standing, but probably not for long. In Nova, Ohio the word of removing "NV" tower demise is ongoing. In recent years the crossovers were manned only during trackwork projects. Recently the MofW crews were spotted removing the crossovers which will spell the destruction of the tower.

In New Castle "UN" tower may close soon. This tower is a rather busy tower at the east end of New Castle yard and would require the remote operation of the turnouts. Recently the closed tower at Sterling came down along with Hamler tower and the Tiffin station. Others are sure to follow so get your photos now.

*Via The Mainline - Cleveland*

In Springfield your Editor has noted that Iles Tower is on it's last months. Scheduled work on Iles Avenue is

## CSX NEWS

The railroad is in the process of rebuilding all BQ23's into "B" unit status. The windows will be closed up and the units used in trailing service. Over the years several have been in the Danville area. As part of operation the units were always used as trailing units and instructions were not to ride the units. Now they will be permanent booster units.

The latest addition to the roster is CW44-8's 9000 to 9002. The 4400 horsepower units are from GE and were delivered in late September. Most likely they will be used in the coal fields.



Many railroads are consolidating Divisions, but not CSXT. Recently the railroad added three new divisions: the Cumberland Division, the Louisville Division and the Jacksonville Division. The Cumberland Division became effective on October 1 while the others became effective in September. The Cumberland Division includes western territory of the Baltimore Division and some territory from the Detroit Division that lies between New Castle and Willard. In our area the Louisville Division includes the Louisville and Cincinnati terminals, the Indianapolis Subdivision, the former Monon lines and the lines from Cincinnati to Nashville, Louisville to Henderson Cincinnati to Washington, Indiana. (A few months back the dispatchers changed with the Chicago dis-

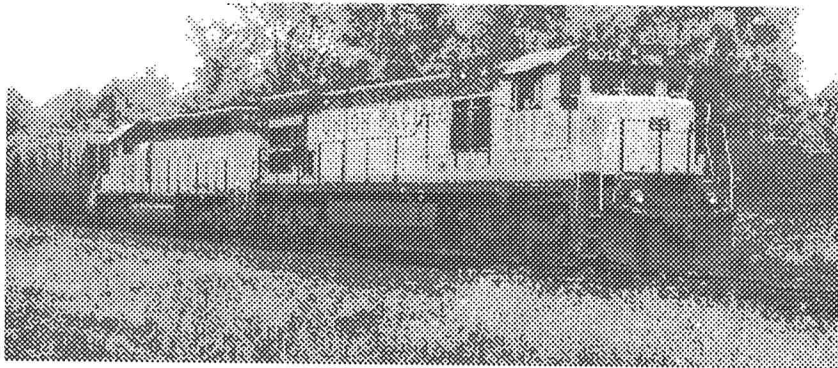
Allegheny Tunnel. When that tunnel was built, two tracks passed through it. Later, a single track was centered through the tunnel to accommodate larger trains. In addition to lowering the railbed, the project will include widening the tunnel so that two tracks can once again pass through. The Gallitzin Tunnel, which runs parallel to the Allegheny, will not be altered and is likely to be taken out of service.

*Via The Coal Bucket, Horseshoe Curve Chapter*

## WHEEL REPORT

**AMTRAK** has reduced the number of Dash 8-40BPH's that it ordered by two. The Amtrak series will now be 800-843 with all scheduled to be delivered by the end of 1993. By September delivery was up to #819. *Via Lake Shore Timetable*

**CONRAIL** has placed an order for four SD-70AC's. After testing on Conrail of the BN units, Conrail decided to order four to place in service prior to further orders



Salem or Villa Grove, Illinois? NO! This is Danville, October 16, 1993, and HIIN on Conrail is ready to leave Hillary Yard for Indianapolis with Union Pacific #9013, ex MP #9013, and a SD40-2. Doesn't happen often, but nice when it does. *Photo by Rick Schroeder*

**THE LORAIN AND WEST VIRGINIA RAILROAD** has come alive again. Originally the Wheeling and Lake Erie, former Norfolk Southern, the Midwest Railway Historical Foundation (Midwest Chapter) and the Lake Shore Railway Association began operation on two miles of track north of Wellington, Ohio during the county fair. Operation uses the former Michigan Limestone RS3 which will operate through the end of October. *Via Lake Shore Timetable.* (Ed. While in Lorain in 1988 I followed much of the line from Lorain south to Wellington. Most was tree grown and the task of getting the line in operation has been enormous. All rail is still in place between the two cities. Considerable work is needed on some bridges if the group hopes to extend the line north to Lorain in the future.)

**PEORIA ROCKET AGAIN?** IDOT has approved funding for the resumption of service from Peoria to Chicago, this time via the former Rock Island to Chillicothe and then via the Santa Fe to Chicago. Improvements would include a station in Peoria and Chillicothe (located on north side of present Santa Fe track-

## RAILROADS TO RECEIVE \$21 MILLION IN FLOOD RECOVERY ASSISTANCE

President Clinton has signed legislation providing more than \$5 billion in aid to victims of this year's serious flooding in the Midwest. Included in the package is \$21 million in aid for railroads. Of that, \$11 million is set aside for Class II and III railroads with total traffic of less than 5 million ton-miles. The other \$10 million would be made available to larger railroads at the discretion of the Secretary of Transportation.

The legislation also includes funds for the Army Corps of Engineers to repair levees, locks and dams and \$175 million in aid for highway and bridge repair. The total flood-related damage to the railroad industry could exceed \$200 million. According to the Journal of Commerce, damage on 13 short line and regional railroads exceeded \$20 million.

Beyond the direct damage to rail lines, the flooding also cost the industry untold millions in lost business and sharply increased fuel and labor costs as railroads detoured more than 1,000 freight trains around the flooded areas.

Although the cost of the floods will have a noticeable impact on railroad earnings during the third quarter most financial analysts who follow railroads believe it will have little long-term impact. One analyst told USA today that the "lengths railroads have gone to move freight during this very difficult period should impress shippers." another called the flood "a temporary blip" that doesn't affect his faith in the industry's long-term prospects.

*Via Rail News Update*



age), rehabilitation of track between the two cities and interchange rehabilitation and construction along with some turnout construction. It is hoped that service would begin in the fall of 1994. The State of Illinois is providing the capital and subsidies will be coming from the Peoria Chamber of Commerce. *Via Midwest Rail Scene Report*

**INDUSTRIALS:** ADM has acquired the ex-GTW SW-1200 #7017 for its Alto, Il. facility. In Clinton ADM has moved ex-GTW #4559 into their facility. The RELCO S2, #1019 that worked the grain facility in Paxton is now at the elevator in Pontiac. Southeast of Mattoon a BN SD-9 has been spotted working the elevator adjacent to I-57. The Alabama and Florida RE1617 that worked the Lauhoff facility in Danville has been replaced by the original unit that was damaged by fire last spring. Peoria Locomotive Works has been given the go ahead on the balance of a 10 unit order for Inland Steel. Two SC15-A's have been added to the order with units being numbered 140-151. The #146, BETH ANN, was delivered in June. *Part via Midwest Rail Scene Report*

**RAILROAD MILAGE** listed by the Association for American Railroads for 1992 are Burlington Northern, 23,088; Union Pacific, 20,261; CSX Transportation, 18,854; Norfolk Southern, 14,721; Conrail, 12,454; Southern Pacific, 12,143; Santa Fe, 9,639; Chicago and North Western, 5,573; Soo Line, 5,045 and Illinois Central with 2,766 miles. *Via Lake Shore Timetable.*

**CONRAIL** has announced the permanent closure of its huge Enola yard near Harrisburg effective October 4, although Enola locomotive shop will remain open. Two hundred jobs will be lost, with classification work shifted to Conway, Allentown and Camden yards. Conrail's office car train will emerge from six months' storage on October 14 for an Altoona-Pittsburgh spe-

cial. Conrail has repainted two GP38 locomotives in special dress, #7868 with a Philadelphia Division logo reading "Customer service safely performed," and #7985 with an Operation Lifesaver logo. *Via Cinders.*

## REFLECTIONS

In November of 1968 our group was granted a charter by the National Railway Historical Society and thus the Danville Junction Chapter was formed. Only three of us remain from the original group of 15 that formed the chapter. Many have moved away or dropped their membership over the years. Several have passed away and we suffered for a period of time from their loss.

Jesse Bennett, Dave Sherrill and Richard Schroeder are the three remaining members from the original group. Jess and Dave received their 25 year pins this year, Rick received his two years ago. All three of us, I'm sure, find it hard to believe that 25 years have gone by.

Memories of the last 25 years are good with many friendships developed with the new members that have since joined. We have seen the chapter grow to over 50 members spread across Illinois and Indiana and in other parts of the country. We acquired a depot and developed a museum, one of the best in this part of Illinois. We have a group of dedicated members that when the chips are down come through and help.

How the railroad scene has changed in the last 25 years. We have seen all of the railroads in our area change names, old favorites disappear and some come back. We have seen lines abandoned that we thought would always be here. Many of us remember the C&EI as our favorite railroad and we have seen the line become one of the major mainlines between the south and Chicago.

We have seen North Yard disappear as well as other towers and depots in the area. Motive power has changed, equipment has changed and even model railroading is not the same.

What will the next 25 years bring? God only knows and we can only guess. But there will be change, just like we have seen in the last 25. I hope that I am around to get my 50 year pin, at least I will be retired by then and have "more time" to devote to the hobby.

I hope all of you have enjoyed the FLYER all of the years you have been a member. I plan to continue publishing the newsletter and hope you continue reading and enjoying. This chapter may be small but I believe that we can all say we are proud to be a member.

In the museum at Rossville is a plaque that lists the members that have passed on from this life. We are proud to list them and know that each one of them gave a part of their life to the chapter and the museum. These former members are listed below. Though many of you may not have know them they will always be a part of our history and our memory.

*Rick*

**Stanley O. Chausse Memorial, in Memory of Those Who Served the Danville Junction Chapter, NRHS**

**Charles Mumford 1981**

**Jewell Hanson 1982**

**Vern Bilsland 1984**

**Stanley Chausse 1984**

**Robert Block 1987**

**Don Redman 1987**

**George Wynn 1992**



## NORFOLK SOUTHERN NEWS

NS is looking at placing trains back on the Lafayette to Muncie, Indiana segment of the former NKP line between those two cities. Several years ago the railroad removed the signal system and began using blocks. All through trains began using the former Wabash line to Ft. Wayne, the south to Muncie and on to Cincinnati.

Now business is picking up so much through the city that trains are delayed almost 24 hours. With the increase of intermodal traffic on the Chicago to Ft. Wayne and Cincinnati portion traffic off the Wabash side has to be yarded before move south to Cincinnati. Delay time is almost 24 hours for this traffic. One train has been moved to the former NKP line with additional moves possible after the first of the year. Signals may go back if the business increases.

Three Indiana towns and a group of shippers are fighting to block Consolidated Rail Corp.'s attempt to abandon 61 miles of track between Warsaw and Valparaiso, Ind. A county cooperative that transports 5 million bushels of grain a year on the line and a technology company that receives 10 to 24 cars a year want the lightly used track kept open.

Norfolk Southern has talked with Conrail about purchasing the line but will not initiate a purchase until the engineering department determines the cost of maintaining the remaining 57 miles of track.

NS would combine the four-mile segment between Valparaiso and Nickel, Ind. with an 18-mile section between Valparaiso and Gary, Ind., that the company is buying from Conrail for \$1.4 million. The two track segments would provide an alternate route for traffic on NS' Chicago line, which carries about 30 trains a day between Chicago and Fort Wayne, but still would lack about 40 miles of reaching Fort Wayne.

Triple Crown Services Co., the intermodal joint venture of Consolidated Rail Corp. and Norfolk Southern Corp., will subsidize a stretch of Conrail line in Ohio in order to gain access to new markets and improve operating efficiency.

Keeping the 19-mile line between Upper Sandusky and Dunkirk, Ohio, in operation allows Triple Crown Services to open a new terminal and gain access to central Ohio markets that now are not economically feasible to service. The subsidy will cover Conrail's operating and maintenance loss for a minimum of two years.

Triple Crown Services trains now operate between Fort Wayne and Harrisburg, Pa., without a stop in central Ohio. The company serves Toledo, Akron and Cleveland from a facility at Bellevue, which it plans to close. The Conrail route from Fort Wayne to Harrisburg is an hour faster than the current joint route using NS track from Fort Wayne to Bellevue, then south to Bucyrus, Ohio, where Conrail takes over the trains. With a line from Fort Wayne to Harrisburg intact, Triple Crown Services plans to build a terminal at Crestline, Ohio and close the Bellevue facility. The new terminal is targeted for operation late this year.

Welded rail has been installed in Danville from North yard to Eldan on both tracks. Some work will continue this fall but surfacing and tie work will begin in the spring.



### 1994 DUES ARE DUE!

With this issue of the DANVILLE FLYER we are sending the renewal statement for 1994 dues. Unless noted on the renewal form, please keep the form for your records and send your check only to the Treasurer, Allen Cooke at the address listed. We will send your membership card in the following issue.

We hope you have enjoyed being a member of the chapter over the past year and look forward to having you onboard during 1994.

### RAILROADS, NOT AIRLINES, PAY FUEL TAX

On October 1, 1993, Amtrak and freight railroad federal deficit reduction payments rise from 2.5 cents to 5.55 cents a gallon. Each penny costs Amtrak \$1 million a year (\$900,000 for diesel locomotives; \$100,000 for maintenance-of-way equipment, fork lifts, baggage tractors, police cars, etc.), so the tax raise the annual federal subsidy required for a given service level by about \$5.55 million - or forces service reductions.

The Omnibus Budget Reconciliation Act of 1993 redirects highway users' 2.5 cents-a-gallon deficit reduction payments into the Highway Trust fund. Congress, "half-sensitive" to railroad opposition to excusing truckers but not railroads from deficit reduction, cut freight railroad and Amtrak payments in half, to 1.25 cents. Also, most transportation except airlines starts paying a new 4.3 cent-a-gallon deficit reduction tax. The law calls for airlines to begin paying this in two years. We'll see. (The law ends

commuter rail payments of the 2.5 cents - other transits never paid this - and exempts all transit from the new 4.3 cents.)

*Via National Association of Railroad Passengers*

## **ANNUAL DINNER**

Again this year we will have our annual dinner at the Pizza Inn located at Williams Street and Gilbert Street (Illinois Route 1) in Danville. The time is 1:00 to 5:00 PM and as usual we will order from the menu. Reservations are not needed, however, a call to President Larry Prosser, 217-446-9769 indicating how many will be attending will be appreciated.

This year we have a program from Idaho. Member Mike Vice has put together a slide program of railroads and scenery from his home area. Mike will not be here, but Rick Schroeder will present the slide/tape program. We will see the UP in southeastern Idaho in summer and winter along with the Burlington Northern and Montana Rail Link. Also featured will be shots of the Southern Pacific and Denver and Rio Grande Western at Soldier Summit in Utah. Mike has included slides of the wild-life of the region as well as some beautiful scenery slides.

Join us for a fun Sunday afternoon at the Pizza Inn.



## **ISTEA GRANT TO BUY TIPTON LINE**

Gov. Evan Bayh announced on Sept. 13th, '93 that Indianapolis and several nearby communities will benefit from a \$2,554,400 in Transportation Enhancement Activities (TEA) Funds. Included in this is a grant for \$1 million to buy the Tipton line corridor from the Norfolk southern.

"This is a great opportunity for the Indiana Transportation Museum," said Mike Lennox, CEO and the chief operating officer of ITM. "This grant will enable the Museum to operate permanently on the Tipton Line and position ourselves in the future."

With the ISTEA grant in place, the railroad purchase can be completed with Norfolk Southern, as early as the end of the year.

*Via Ties & Tracks Dayton*

## **TRAVELERS' ADVISORY**

As soon as House-Senate appropriations conferees reached agreement, Amtrak was expected to give two weeks' notice for:

Reducing the "Pioneer" to tri-weekly west of Denver. Trips would originate in Seattle M/W/Sa, in Chicago Su/Tu/F.

Making the "Texas Eagle" tri-weekly below St. Louis. Trips would start in Houston and San Antonio Su/Tu/Th and start in Chicago Su/Tu/F. This coincides with existing "Sunset Ltd." connection days but, as NARP told Amtrak, means Amtrak's first ever abandonment of the popular Friday afternoon departure from Texas north. ("Sunset" days of operation were changed when "Eagle" went daily and are not being readjusted now."

Replacing the "River Cities" with a St. Louis-Centralia (IL) bus.

If Amtrak gets less than \$351 mill. for FY '94 operations, the "hit list" will lengthen.

Amtrak also is seeking public comments (due Oct. 30 at Amtrak Harrisburg Service, PO Box 2709, Washington, DC 20013-2709) on its plan to eliminate three "Section 403(d)" Philadelphia-Harrisburg trains - 5:35a and 6:35a from Harrisburg and 5:35p from Philadelphia and to restructure the rest of the service Nov. 1. Pennsylvania - now that its 403(b) trains are in the "basic system" - may pay Amtrak to keep the 403(d)'s running.

## **LATE FLASH!**

**Conferees Oct. 15 approved \$351.7 mill. for operations (\$.7 mill. for NC's new "Piedmont"), \$195 mill. for capital, \$225 mill. for NECIP, \$20 mill. for maglev and \$3.5 mill. for high speed rail.**

*Via National Association of Railroad Passengers*

## **NORFOLK SOUTHERN 800 NUMBER**

The new Norfolk Southern Police Center has a toll-free number that is available 24 hours a day. A recent bulletin posted in the Springfield Yard Office lists the number, 1-800-453-2530, to be called by railroaders and citizens alike whenever something on NS property needs attention. Charles Brenner, the assistant vice president - safety and protective services, is urging the public to use the number whenever signals malfunction, a vehicle is stuck on the grade crossing, theft or vandalism is noted or there are track washouts. Seven officers are assigned to the center and are connected to all points on the railroad as well as having access to the National Crime Information Center.

Responsible railfans that are around NS property should keep this number handy and notify the railroad whenever we see something wrong.

# DANVILLE JUNCTION CHAPTER ANNUAL CHRISTMAS DINNER

WHEN: December 5, 1993 from 1-5pm

WHERE: Pizza Inn, corner of Williams and Gilbert Streets at  
the Conrail tracks.

PROGRAM: *Western Rail Slide Series I*

Idaho member Mike Vice is sending us a slide presentation with audio and written narrative of some of the rail action in his area. Featured railroads include the Union Pacific in southeast Idaho, Burlington Northern and Montana Rail Link near Billings, and the assault of the Southern Pacific/Rio Grande and Utah Railway on the Wasatch Mountains at Soldier Summit, Utah.

The slide presentation will be enjoyable for everyone, including spouses. The scenery shows the mountains capped with snow through Spring, and the brilliant Fall colors of the golden Quaking Aspens and fiery red Mountain Maples. Also, included are random nature shots of elk, a moose, and wild flowers. Plan on attending to socialize with chapter members and to see a great show.