

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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Volume 28

October 1996

Number 9

Coming Events

October 17, 1996

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

October 26, 1996

Work session at Rossville from 10 AM until ?. Tuck pointing brick and painting on the agenda.

November 8-10, 1996

NRHS Board of Directors Fall Meeting, Huntington, W. VA. Tour Ohio River Company and ACF Industries

November 10, 1996

Tuscola, IL - Douglas Co. Model Railroaders - Swap meet at Tuscola

Community Building, 10-4, \$1.

November 16 & 17, 1996

Batavia, IL - Midwest Railroad Modelers Open House - 14 East Wilson St.

November 17, 1996

Bloomington, IL - Central Illinois Railroad Club Show and Swap Meet, National Guard Armory on S. Main St - 9-3, \$3.

November 24, 1996

Peoria, IL - Peoria Train Fair, Illinois Central College Route 116 and 24, 11-3, \$2.

December 1, 1996

Annual Christmas Dinner - Pizza Inn at corner of Route 1 and Williams Street - 1 to 5 PM.

Next Meeting

The next meeting will be October 17, 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. We will discuss a work session for late October.

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MR's Internet Home Page opens Many Doors

The new Internet home page of the Association of American Railroads (<http://www.aar.org>) offers a wealth of both general and specialized information. Of particular interest to the media, it contains news releases, back-grounders, and safety statistics, plus information relating to railroad activities in individual states and maps of major railroads in each state. It also provides links to the home pages of member freight railroads and Amtrak. For authorized railroad personnel, information is available on interline shipments. With proper identification, AAR circulars may be accessed. Future plans include a guide to specialists within the AAR and a catalogue of publications.

Via Railway Age

ConrailDirect Pushes into the Twin Cities

Through new trucking alliances, ConrailDirect is now offering intermodal service to customers in the Twin Cities (Minneapolis/St. Paul) area. Earlier this year, Conrail's multimodal subsidiary introduced service to Kansas City as part of the railroad's continuing effort to reach customers outside of its 12-state service territory. Additional services are to be added later this year. ConrailDirect is based in Plymouth Meeting, Pa. Its purpose, says Conrail, is to permit intermodal retailers to design "competitive, flexible, door-to-door service, without the additional transportation costs and administrative problems generally associated with combining truck and rail service."

Via Railway Age

With Links, NS Travels South Of The Border

Norfolk Southern has joined efforts with two western rail carriers to provide intermodal customers with convenient service into and out of Mexico.

Both offer similar options and used the western railroads' Laredo, Texas, gateway. Among the benefits are:

- Seamless rail-truck transport from NS' many modern intermodal ramps to and from all major Mexican markets.

- Competitively priced, consistent service with the quality of rail's intermodal service in the U.S. and the convenience of motor carrier delivery in Mexico.

- Assistance at the border.

- Ramp-to-door delivery southbound and door-to-ramp delivery northbound.

- Shipment tracing in Mexico.

- Bilingual transportation specialists to facilitate moves.

- One bill for the line-haul transportation.

Via NS Throughbred Paces

Amtrak Roadrailleurs Delivered

Wabash National released the first four Amtrak Roadrailleurs last Friday (Sept). AMTZ 410001, 004, 007, and 008 were first moved across Lafayette by Norfolk Southern, who handed them off to a waiting CSX yard job at Lafayette Jct. early in the afternoon. CSX spotted the trailers in their yard for pickup by the Friday

night Amtrak hospital train from Beech Grove, P903-06. P903 arrived just after dark (of course) with F40 377 and five cars, and the Roadrailleurs were placed on the rear end. There apparently were no speed restrictions placed on the movement, since P903 wasted no time in achieving 70+ mph upon departure.

The 48' trailers are painted Platinum Mist, and wear a version of the newest Amtrak scheme. A thick blue band topped by red and white pinstripes wraps around completely, with Amtrak lettering in white on both sides and ends. The words "US Mail Contractor" appear in a similar location to the car descriptions on other cars wearing that scheme.

The four trailers were spliced by two Couplermates; on Tuesday two will be sent to St. Louis for training, while the other two remain in Chicago for the same purpose. The Couplermates are numbered in the 5000-series, while the regular bogies are in the 5500-series. The Amtrak Couplermates are interesting in that they keep the trailer level, unlike those used by Triple Crown, which drop the nose of the trailer to keep it even with the coupler, in order to better transfer pull. Since the Amtrak trailers will be pulled backwards often, and they will not have much weight behind them, the tilt was not desired nor necessary.

I've heard conflicting reports that either four more will be delivered in a similar fashion this coming Friday, or that no more will be delivered for another month or so. Reportedly, all 13 trailers are completed, but the rail bogies to go under them have not. In any case, AMTZ 410010 was prominently placed next to US 52 this weekend for God and everybody to see.

*From: sp4449@expert.cc.purdue.edu
(Peter N. Ruesch)(Internet)*

NEOMODAL - A Model for Tomorrow

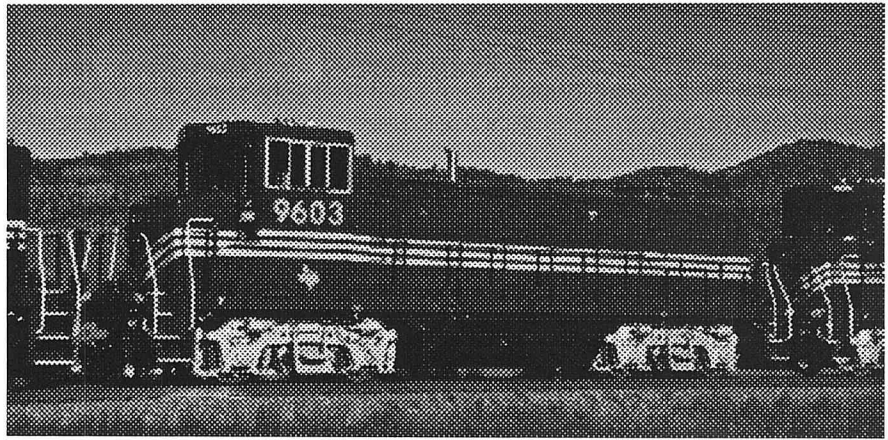
NEOMODAL, the Northeast Ohio Inter-modal Facility, is now open for business. Ordinarily, that announcement would be worth about two sentences. But there are a few things about NEOMODAL that make it different, things that may in fact point to what the intermodal terminal of tomorrow may be. What's different about this facility near Navarre, Ohio?

-It has a third-party operator, Intermodal Operators, Inc., with the actual work performed by Wheeling & Lake Erie Railway, which handles trailers/containers between NEOMODAL and CSX Transportation and Norfolk Southern yards (negotiations have been under way with Conrail).

-Federal funding accounted for much of the \$11.2 million cost of the terminal. Federal officials had approved this, using money set aside for clean air projects, and intermodal qualified because of the numbers of trucks it would take off the highways. Transportation Secretary Federico Peila made it a point to attend the dedication ceremonies.

-Loading/unloading of trailers and containers is handled by three Mi-Jack cranes. Nothing unusual about that, since Mi-Jack is the major supplier of such equipment. What's different is that these cranes can be operated by remote control, using units supplied by the Telemotive Industrial Controls division of Maxtec International Corp. As near as can be determined, this is the first use of remote-control devices in a U.S. intermodal facility.

Via Railway Age



Member Mike Vice of Lava Hot Springs, ID got this shot on June 30th of a set of MK LPG switchers on their way to the St. Louis area for testing. The units were tested on the TRRA in St. Louis before being forwarded to the Port Terminal Railroad Association. The units, 9604, 9603 and 9601 are painted dark blue with silver trucks, lettering and strips.

Conrail in Illinois

As you know, if you have been reading this publication and the newspaper, Conrail has eliminated another line in Illinois - the Danville to Peoria segment. We thought you might like to know some facts about Conrail in Illinois - before the sale.

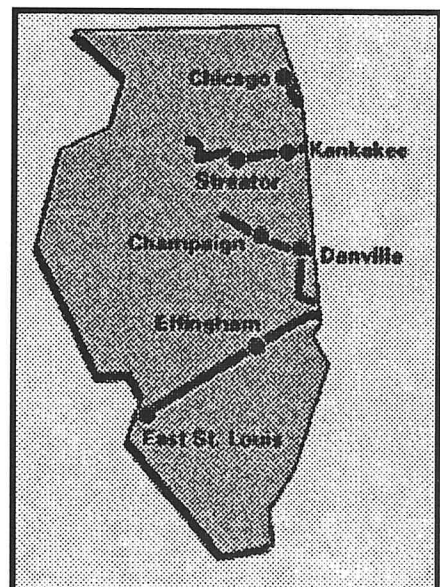


In 1995 Conrail employed about 500 Illinois residents. Over 736,000 railcar and intermodal shipments were made to and from Illinois points during that year. Conrail purchased more than \$190 million in goods and services from Illinois vendors (WVP was a part of that purchase) and paid over \$2.7 million in taxes. Over \$75,000 was contributed to eleven charities in the state. This does not include Conrail's match of employee contributions to United Way funds.

In 1995 Conrail invested \$7.3 million in capital improvements which included track programs and terminal expansions along with communication and signal improvements. There were 488 route miles in the

state at the end of 1995. This consisted of the main line into the Chicago area, the Streator Secondary from the state line to Hennepin, the St. Louis line from Marshall to East St. Louis and the Danville line from the state line east of Paris to Peoria. Train operations are controlled by the Dearborn and Indianapolis Divisions.

If you want to check out more about Conrail get on-line and check their home page at <http://www.conrail.com/>



Ex-CB&O 4960 Steams Again

Ex-CB&O steam engine #4960, which logged untold miles in monthly excursion service on the Q during the 1960s, and also powered the Circus Train, is once again ready for passenger service. After spending several retirement years at the Mid Continent Museum in North Freedom, the venerable engine was moved west to the Grand Canyon Railway in Williams, Arizona, where it has undergone a complete rebuild.

The Grand Canyon Railway, which has been using ex-LS&I steam engines for power on its daily train service from Williams to the south rim of the Grand Canyon, is adding 4960 to the fleet.

The 4960 has undergone several major modifications, including conversion from coal to oil. A new six axle tender (from Soo Line 4-8-2 #4012) has also been added. The front end sports a new pilot, smokebox door, centered headlight, and high mounted bell. Cross compound air pumps are now installed on both sides of the boiler (the left side pump replacing the Worthington feedwater heater). The handrails on the steps between the running boards and the pilot have also been removed.

The 4960 was fired up on July 4 and, after some break in running, made its first trip to the south rim of the Grand Canyon on July 24.

The gala 1996 Rallfan Weekend celebrating the rebirth of the 4960 is scheduled for Friday, Saturday, and Sunday, October 4, 5, and 6. The Grand Canyon Chapter, NRHS, is sponsoring the event. For additional information write: Grand Canyon Chapter, NRHS, P.O. Box 391, Williams, AZ 86046. Telephone: 1-520-635-1301.

Via Sparks and Cinders, Wisconsin Chapter, NRHS

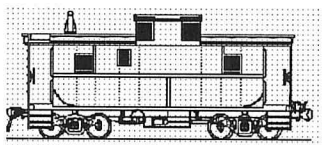
Next Meeting - Continued from Page 4

Tuckpointing the brick and touch up painting is needed in various locations before winter gets here.

As noted last month, member Andrew Koval has received his 25-year pin from the NRHS. The pin was sent to Andy by Chairman of the Board Leroy S. Dietrich. Andy joins 3 other chapter members in the 25-year club. Over the next few years there will be several more to add to our group.

We will be sending out 1997 dues statements in about a month. As noted a few months back the NRHS dues will increase to \$17.00 per year. The members will review our dues at this meeting and consider a raise of \$1.00 per year. Postage has increased and will go up again in the next year or so.

Welcome M. Shane Wilson, 4605 Copper Ridge Rd, Champaign, IL to membership. Shane was a member for several years when he lived in Danville.



Wheel Report

CONRAIL SWITCHER - An SW-9, #8939, appeared at Hillary Yard in Danville on Saturday, September 14. The numbers had been lined out but the locomotive was in very good condition. J.D. Cooke found out the locomotive was being interchanged with NS for delivery to ADM in Decatur. ADM has several locomotives at their facility on North 22nd Street. This facility repairs ADM cars and locomotives. With the stable of grain elevators ADM is acquiring this engine may be destined for one of the elevators instead of remaining in Decatur.

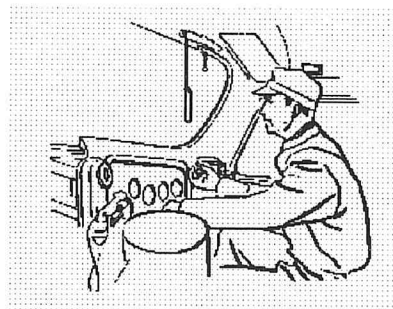
CHAPTER PICNIC - About 15 members and friends attended the first

picnic the chapter has held in several years. We started about noon cooking the dogs. President, and chief cook, Larry Prosser served up the hot dogs while everyone brought a great side dish. If you left hungry there was something wrong.

After a picnic you usually play ball, or some sport. However, at a model club you watch trains and run the model trains. Several members did both and had a great time. We plan to have the picnic again next year.

PRIVATE CAR TRIP - On the 11th and 12th of October your editor had the privilege to ride a private car trip from Albuquerque, NM to Kansas City and St. Louis. Tony and Brian were riding the car on a deadhead move and the trip was "free". Only the cost of air fare to Albuquerque was required. In the next issue I will tell you the story of the long trip on the rear of an Amtrak train - my first ride on the Santa Fe.

NORFOLK SOUTHERN is redecking the Wabash River bridge at Attica, Indiana. The B&B crews have the bridge from 1 PM to 7 PM each day, Sunday through Thursday. Precast deck sections were made in Lafayette and shipped to Attica. The contractor is setting about 6 sections each day. Crews remove a section of track, remove the existing concrete deck and move it to storage on the east bank. Then they bring in similar sections, set them in place and install the track. Track speed is normally 10 mph over the bridge. Work should be completed by the end of October.



Construction Projects

Norfolk Southern

We still have several projects going for NS. Most of the overpass projects are complete, however, Stanford Avenue in Springfield is starting late this month. This new bridge will cross over the tracks at the Iles Interlocking. The bridge will be complete next summer and construction of the roadway approaches will begin. The bridge should open late 1997.

In Cleveland we have completed the 44th Street bridge demolition. The extension of the Jennings Freeway is underway and sheeting work is being watched by one of my employees.

The biggest part of our present work with NS is the Lafayette relocation project. Ninth Street and Wabash Avenue bridges are complete except for the "punch list". In the middle of October the Route 52 bridge and embankment was awarded to Kewit Western out of Chicago. They will start in early November with the project taking about 2 years. Bridge work should begin next spring while the earthwork on the fill will begin this fall. In February the city plans to award the Route 25 bridges. These twin structures, one double track and one single track bridge, will be the last structures on the relocation. If funding holds they will begin corridor work north of Ninth Street in late 1997.

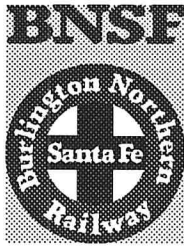
Our biggest disappointment with NS this year was not getting design on one of the auto mixing facilities. The first one, located in Shelbyville, KY, consisted of a \$50 million facility. Design went to a firm from Atlanta. The second facility, submitted three weeks later, was an addition to the existing facility at Kansas City, MO.

Continued on page 6

BNSF Offers for Sale 420 Miles of Track in Nebraska, Kansas and Colorado

FORT WORTH, Texas, August 15, 1996 — Burlington Northern Santa Fe Corporation (BNSF) today announced it is offering for sale 420 miles of branchline track in southern Nebraska, northwest Kansas and northeast Colorado as part of the company's ongoing asset evaluation program.

The properties for sale include the 57-mile Flynn, Neb., to Oberlin, Kan., line; a 134-mile branch from Orleans Jct., Neb., to St. Francis, Kan.; and a 229-mile line from Holdrege, Neb., to Sterling, Colorado.

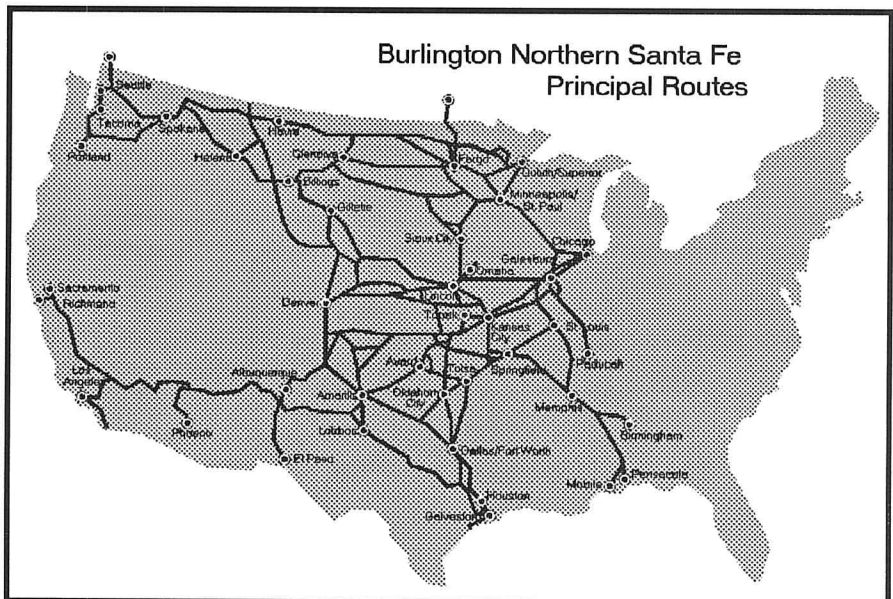


According to Doug Babb, senior vice president and chief of staff, BNSF is soliciting bids for the lines, including all track, structures and right-of-way real estate. BNSF will retain mineral, water, pipeline and fiber optic rights.

Bid packages, which include the scope of the sale, a term sheet, a map, an operations summary, track profiles, traffic data, property and lease rental information, sale agreements, offer guidelines and station diagrams, are being sent to prospective, qualified operators.

"Our objective is to create sustainable viability for these lines with a qualified operator who can meet shippers' expectations of quality service at the right price," said Babb. He further stated that efficient short line operators can offer distinct advantages to rail customers. "The local focus of a short line allows it to remain in very close contact with shippers, which often translates into service better tailored to customers' specific needs", he said. "Also, a short line operator's reduced cost structure can create opportunities for traffic growth at reduced costs for shippers. This can improve the chances of long-term viability on a marginal line."

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Located adjacent to NS's intermodal yard the \$30 million facility went to a firm from Dallas. We were No. 2 on this one out of 6.

The last was Fostoria, Ohio. This facility was to be located east of town and connect through the yard to CSX. We were in the running but the same firm got this one. Again, we were No. 2 along with 2 other firms. Life goes on in the consulting business.

CSXT

The Ninth Street is complete as is the interchange yard (sub-ballast only). The only part of the next phase that involves CSX is the new entrance road into the yard. They will enter off of Route 52 from a new frontage road under the bridge over a creek and their main track. We will inspect this portion of the work for CSX. At Route 231 the abutments are in place and steel will be set the third week of October. They hope to get the trains on the bridge by the middle of November. Painting of this structure and the NS structure will be done next year.

We have been ask by CSX to design embankment protection on their fill over Lake Decatur. This design will take place this fall with construction in 1997. In 1997 CSX will complete the bridge work east of Decatur. We have completed our work but may be required to provide some survey information.

Conrail

Our work with CR has grown. We now are very active with the Indianapolis, Dearborn and Pittsburgh Divisions. In September and October I have had 4 people working almost full time on projects. In late September I had to spend a week out in Ohio due to the shortage of personnel. That month saw over 5000 miles of driving. We have hired a former Conrail employee in the Columbus area and

plan to open an office in the future. At the present time I have about 25 active projects for big blue. Major projects are Wabash, Indiana (almost finished), Effingham, Troy, IL, CofE project in Columbus and pipe projects from the Ohio Turnpike to West Virginia.

BNSF News - continued from Page 5

The purchaser will be able to serve all current BNSF customers on these lines and will assume all reciprocal switching arrangements. Prospective bidders will have until September 25, 1996, to submit their bids to BNSF. The company expects to finalize the agreement and close the sale by mid-November.

Via BNSF Home Page News Release

UP - SP Merger Update

You may have rumors that the UP, as soon as the merger was approved, would begin to close the Tennessee Pass line in Colorado. This hasn't happened but the following items are planned.

The UP has announced major line upgrades on the combined system. They are:

🚂 The SP Sunset Route - El Paso to Los Angeles, create more than 100 miles of additional double track with a capital investment of \$221.4 million.

🚂 The SP Golden State Route - Topeka to El Paso, install CTC, install \$24.7 million in welded rail, strengthen bridges and construct or extend sidings. Total investment is \$145.8 million.

🚂 The UP T&P Lines - Ft. Worth to El Paso - Install \$74 million of welded

rail and ties, extend or build 18 sidings and other track and signal work. Investment is \$125 million.

🚂 The UP OKT Line - Herington to Ft Worth - Install \$25 million of welded rail, build or extend 15 sidings along with other track and bridge work. Investment is \$92 million.

🚂 The UP KP Line Denver to Topeka - Install \$49 million of welded rail, build or extend 15 miles of sidings along with other track and bridge work. Investment of \$87 million.

🚂 UPLine - Iowa Jct, La to Avondale, La. Install \$16 million in welded rail, strengthen bridges and build and extend sidings. Investment of \$44 million.

🚂 Joint Line - Big Sandy, Tx to Ft. Worth. Build or extend siding and double track and new crossovers. Investment \$27 million.

🚂 SP Mococo Line - Tracy to Martinez, Ca. - Install welded rail and build sidings. Investment is \$21 million

🚂 Paired Track - Alazon to Weso, Nv. Signal for two-way operation, install crossovers. Investment is \$21 million

Via UP Home Page

Second Section

Conrail has made another line sale. The Flats Industrial Track in the Cleveland area was sold to the Flats Industrial Railroad effective October 5, 1996. The new shortline will operate about 9 miles of former Cleveland Union Terminal trackage to 2 industries. Switching is usually once per day to the present industries near the Flats in downtown Cleveland. Motive power isn't on the site yet so they will probably use

leased Conrail power until their own unit is on the railroad. The owners of the line hail from Maine.

CSX is making plans to close the 75th street interlocking in the Chicago area. The manual interlocking will be modernized next year. The site is the crossing of the B&O CT, NS, BRC and Metra. Part of the project calls for the U P to build a new connecting track in the north-east quadrant between the B&O CT and the BRC. This will expedite their moves from Proviso Yard to Yard Center. The UP is planning to run up to 20 trains a day over the connection.

The changes in the interlocking will include new turnouts, new signals and realignment of some track. The B&O CT dispatcher will control the interlocking. The existing facility is one of the last manual interlocking in the Chicago area and is plagued with problems in the winter causing many train delays. All new switches will be electric powered. Construction will begin in March 1997 and be completed by November 1997.

STEAM ON TP&W This past summer the Fort Wayne group operated steam out of Logansport, Indiana to Gilman, Illinois and return. Next year plans are being made to operate the same type of trip except with passenger cars. They would make Watseka the main stop and sell tickets for a round trip to Gilman. The C&EI HS will be the ticket sellers. The date planned for the event is July 4, 1997. We will keep you posted.

NS BUILDS CONNECTIONS Work has progressed on the new connections at DeCamp, Illinois where the former C&NW crossed the NS St. Louis line. The grade is finished, rails are in the highway and track will be laid soon in the northwest and northeast quadrants. This will allow the UP to go directly to St. Louis on NS and run the coal trains east to Litchfield. At that location the wye is under construction to go

south on the BNSF. At Sorrento the connection is underway to then run east to the CIPS power plant. Signal changes have been made at Sorrento.

When completed the UP will abandon from DeCamp to Mitchell and NS will abandon from Sorrento to Mitchell.

This should occur next year. The car company, located in the former L&M shop in Litchfield, will be left high and dry unless they buy part of the line.

Whistle Stop B&B

Several years ago, there was a television show called Petticoat Junction in which the storyline focused upon a hotel near the railway called the Shadyrest. Well, there is a truly modern day version of this - the nostalgic Whistle Stop Bed & Breakfast located on the west side of Louisa, VA, along the CSX line from Richmond-Gordonsville-Charlottesville. The inkeepers are quasi-rail fans who came to Virginia from Texas in 1989 and began a careful restoration of a large Victorian home built in the late 1860's by John and Jane Cammock. Later the home had the only tavern license in town. The house is historically significant for its architectural features including its intricate stairway and arched doorways. Like many houses of its period, the Whistle Stop is an important part of the heritage of the Town of Louisa.

At the Whistle Stop, one can enjoy the nostalgia of yesteryear in the Queen Anne Victorian home, nestled in a small town. The home is reminiscent of Grandma's country dwelling, has 5 guest rooms, 2 with private baths and 3 of which share a bath and half-bath. The house is furnished with a limited number of railroad artifacts.

You can watch CSX freight trains go by while relaxing on the wrap-around front porch of the Whistle

Stop or stroll through the town of Louisa, visiting antique and other small shops. Refresements are served in the afternoon and Dorry Lou prepares a delicious breakfast for you in the morning. Rates range from \$50-\$65 a night. Call 540-967-2911 for reservations.

Via Roanoke Chapter

AAPRCO Convention - New Orleans

The American Assoc. of Private Railroad Car Owners will hold their convention in New Orleans in late October. A special train will operate from Chicago leaving the windy city on Monday, October 21 and returning on Amtrak #58 on the 27th (through Champaign early on the 29th). Watch for the move the morning of the 21st.

St. Louis Car Company operated a special "green train" on September 4. The private charter was a shippers spacial for the Gateway Western. The 5 car train operated westbound to Kansas City on the 4th with the special for shippers and directors moving eastbound on the 5th and 6th. The entire set is in matching green with minimal lettering. All cars in the consist are Amtrak approved and may be chartered for trips.

Via AAPRCO Midwest Region Newsletter

Editor Speaks

This issue and the last have been smaller. Time has been a problem this year with the addition of work responsibilities. Also, I could use news from the Danville area. I don't have time when in town to find out what is going on. Either E-mail me or send a note to the P.O. Box. Help is always appreciated by a tired old editor.

Rick