

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



The Stewart Grain complex has found its place on the layout at the museum in Rossville. As noted in the last issue, member Bob Gallippi won First Place structures and Best of Show at the recent Urbana Model Railroad Show and Swap Meet. This building joins other new structures built by member Bill Sandusky. We look forward to more detailing on the layout in future months.

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 \$17.00 for Chapter membership in addition to \$20.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to CSX, in Danville, IL. with lunch beginning at 1:00 PM Central Time followed by meeting and program.

OFFICERS FOR 2002 - Our 34th Year

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Visit our Chapter WWW Home Page On-Line - <http://www.prairienet.org/djc-nrhs/>

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Number 1

Coming Events

May 19, 2002

Danville, IL Last regular monthly chapter meeting for the Spring at Pizza Inn, Gilbert and Williams Street next to CSX. Remember, no meetings in June, July or August.

May 11, 2002

Rossville, IL - Grafton, Davis and Mt. Storm Railway Co. operating session 12:30 to 4 PM

May 25-27, 2002

Rossville, IL - Museum officially opens for the summer season, Noon to 4 PM each day.

May 26 & 27, 2002

Champaign, IL - Outdoor operating of G Scale by Schlipf and Schroeder in the backyard at 1819 Coventry Dr. 1-4 PM each day, visitors welcome.

June 2, 2002

Wheaton, IL - Great Midwest Train Show, DuPage Co. Fairgrounds, 10-4, \$7

June 9, 2002

St. Charles, IL - Annual Midwest Railroadiana Show, Kane County Fairgrounds, 10-4..

June 22 & 23, 2002

Galesburg, IL - Galesburg Railroad Days, Swap meet, displays, train rides, steam possible,

Next Meeting

The last meeting of the spring will be on May 19, 2002 at the Pizza Inn. Discussion will include the opening the museum the end of May and completing the roof.

Our planned trip to Chicago early this month was postponed until fall due to lack of participants. Several were busy that weekend and it was decided to wait until September to plan another trip. Bill Sandusky suggested a trip up on Amtrak and then out to the National Model Show at Rosemont. This will be discussed at the May meeting as the show is in early September.



Last month 18 members and guests saw a Illinois Traction video that brought back memories (to some of us) of the former IT cars running in the area. shots of Champaign, DeLong, Monticello and Decatur made us realize how much the scenes have changed since the 1950's.

The museum will open for the 2002 season on Saturday, May 25. The planned work session for May 4 saw very few turnout to help cleanup, Dave, Bill, Rick, Bob and Mark cleaned up the outside and layout room. Additional cleanup is needed in the display area and this needs to be completed prior to the 25th. Volunteers are needed to man the depot each day during the holiday weekend.

The video program will be announced at the meeting.

CPR passenger plan takes railway back to its roots

Canadian Pacific Railway Co. is eyeing the rail passenger market, a business it abandoned more than 20 years ago. Rob Ritchie, president and chief executive of the railway, said getting into the passenger business could help CPR increase its track utilization while solving some transportation problems for governments.

Talks have been underway with various governments for more than a year on possible public-private partnerships, he said. "It's still too early to know what success we will have," he said in a speech to the Conference Board in Calgary.

"There are a number of passenger-based possibilities under development. These address both urban congestion and inter-city travel needs. We hope some of these will crystallize."

For example, he suggested passenger cars attached to freight trains could link Edmonton, Red Deer, Calgary, Medicine Hat and Lethbridge. Before abandoning passenger service to Via in 1979, CP had a history of carrying people that dates back

Continued on Page 5

How group of businesses hopes to unclog suburbs' truck and train traffic

Freight delays in the Chicago area are often as bad as flight delays were two years ago. Each day, 500 freight trains, 700 passenger trains, and 3,500 truck trips between rail yards clog the country's largest freight hub. Trains that take two days to get from Seattle to Chicago can take another two days to cross the city.

Trucks crawl along at an average 10 mph to 15 mph. Other drivers share the pain: Freight traffic helps give Chicago some of the most congested traffic in the nation. But while aviation congestion prompted plans to expand O'Hare International Airport, freight delays have gone largely ignored.

To bring attention to the problem, a group representing 10,000 area businesses is pushing for major improvements to the area's freight infrastructure. The proposal includes:

- * Building overpasses at 40 railroad crossings,
- * Improving 55 miles of key roads,
- * Upgrading the Elgin, Joliet & Eastern Railway.

Business Leaders for Transportation will pitch the idea today at a state Senate transportation committee meeting in Springfield. "Freight doesn't get a lot of attention, but it affects people on a daily basis," said Karyn Romano, transportation director for the Metropolitan Planning Council.

Slow and stopped freight trains, which wait to switch tracks or enter a train yard, often block intersections, backing up traffic. Part of the problem is that rail companies own their own tracks and traditionally are reluctant to let competitors use them.

That's why Business Leaders for Transportation, based on recommendations from the freight industry, government and academia, called for establishing a corridor that rail companies could share.

The group called for studying the Elgin, Joliet & Eastern Railway, which curves in a semi-circle from Waukegan to West Chicago to the Indiana border. Industry executives have proposed a closer route outside Chicago, running between O'Hare and Midway.

Both freight lines also are being considered for passenger service, but both would require significant upgrades to handle more traffic. There was no estimate of how much all this would cost or where the money would come from. But 17 miles of the road work would cost an estimated \$65 million, and one overpass alone can cost between \$5 million and \$40 million. To get the ball rolling, Business Leaders called for getting \$20 million in next year's federal transportation bill to plan the work.

"It's a problem that's only going to get worse unless we push it to the forefront of the planning agenda," said Joe Schwieterman, a professor at DePaul University, which helped study the problem. The request comes as the head of the Federal Railroad Administration, Allan Rutter, is in Chicago this week to see rail congestion, at the request of Sen. Dick Durbin, who advocates improvements.

By Robert McCoppin, Daily Herald Staff Writer, April 10, 2002

Editor: Even though congestion in the Chicago area is a problem, and may always be so, the railroads are working on solutions to relieve much of the congestion. In addition, the cost that is "not known" may be more like \$5-8 million per mile. We are involved in a project for consolidation of the UP, TRRA and BNSF in downtown St. Louis. The 4 miles of relocation and moving yards will total some \$25-35 million over the next 6 years. Chicago has far worse problems than what will be involved in St. Louis.

Interstate Commerce Commission

Report Of The Director Of The Bureau Of Safety In Re Investigation Of An Accident Which Occurred At The Intersection Of The Tracks Of The Chicago & Eastern Illinois Railway And The Wabash Railway At Danville, Ill., On June 25, 1923.

July 21, 1923.

To the Commission:

On June 25, 1923, there was a side collision between two passenger trains at the intersection of the tracks of the Chicago and Eastern Illinois Railway and the Wabash Railway at Danville, Ill., which resulted in the injury of nine passengers, four persons carried under contract, and seven employees.

Location and method of operation.

The point of collision was on a double-track crossing of these two lines, 594 feet north of the Chicago & Eastern Illinois Railway station at Danville. Both railways are double-track lines over which trains are operated by time-table, train orders and automatic block-signal systems. Approaching the point of accident from the east on the Wabash Railway the track is tangent followed by a slight curve to the left at the point of accident, with a grade which is slightly descending westward; proceeding northward from the station of the Chicago & Eastern Illinois Railway toward the point of accident, there is a 4-degree curve to the right extending to the point of accident; the grade for this distance is practically level.

Movements over this crossing are governed by a ball-target signal device consisting of a mast 32 feet above the ground level to the top of which is attached a cross arm 14 1/2 feet in length. On each end of the horizontal cross arm is attached a sheet iron cylinder 2 1/2 feet in diameter and 6 feet in height. Suspended by means of chains passing through these cylinders and over the top of the cross arm to the ground, one on each side of the mast, are two metal balls 24 inches in diameter. To

these balls lanterns are hung for night indications. The balls are raised into the cylinders or lowered below them by the target man on the ground who operates the target by pulling on or releasing the chains to which the balls are attached. One ball is painted white and the other red. Rule 5, of time-table No. 5, effective April 29, 1923, of the Chicago & Eastern Illinois Railway, reads in part as follows:

DANVILLE Wabash Ry., red signal, crossing clear for C. & E. I, White signal, clear for Wabash. Red and white signal both displayed, block both roads.

The weather was clear at the time of the accident, which occurred at about 7.52 a.m.

Description.

Northbound Chicago & Eastern Illinois passenger train No. 4 consisted of two baggage cars and two coaches, hauled by engine 1011, and was in charge of Conductor Forshier and Engineman Fletcher. It left the station at Danville at 7.50 a.m., on time, and, following an emergency application of the air brakes, had practically stopped with the front end of the engine fouling the westbound main track of the Wabash Railway, when it was struck by Wabash train No. 9.

Westbound Wabash Railway passenger train No. 9 consisted of one mail car, one express car, three coaches, five Pullman sleeping cars, and one dining car, hauled by engine 675, and was in charge of Conductor Hurlburt and Engineman Maloney. This train was brought to a stop at a point about 200 feet east of the crossing and after receiving a proceed signal on the ball target, started ahead, and had attained a speed of about 15 miles an hour, when it struck the front end of Chicago & Eastern Illinois engine 1011.

Engine 1011 was derailed to the left but remained upright across the Chicago & Eastern Illinois southbound track and partly on the Wabash eastbound main track; the front end of the engine was considerably damaged. Wabash engine 675 was derailed to the right, badly damaged on the front end, and the left side of the engine cab was slightly damaged.

Summary of evidence.

Engineman Fletcher, of engine 1011, stated that he was standing on the station platform near the engine just prior to the time of departure, and, according to his statements he looked toward the crossing and noted that the target indication was a red ball, or clear signal for his train. After leaving the station and upon reaching a point approximately 375 feet south of the crossing he noted that the train-order board at the yard office, which is just north of the crossing, was displayed, indicating that there were orders for his train; he did not sound a whistle signal for the crossing but sounded a signal for a 19 order and called a clear target to the fireman, at which time he discovered that the ball target was set for the Wabash train, and heard the engine of that train approaching and working steam. He immediately applied the air brakes in emergency, but was unable to stop his train before fouling the crossing. Fireman Baldwin corroborated the statement of Engineman Fletcher as to the indication of the ball target just prior to the time their train left the station. He estimated the speed of train No. 4 approaching the crossing at 10 miles an hour.

Targetman Keefe said the target was at stop for both roads when he reported for duty on the morning of the accident, and that at about 7.30 a.m. a light engine passed on the Chicago & Eastern Illinois tracks, this being the only movement over the crossing prior to the accident. After this movement the target was again set at stop for both lines, and upon the approach of the Wabash train and after it had come to a stop, 2100 feet from the crossing, he changed the position of the target and gave that train a white ball or clear indication. He said that just as the Wabash train had started he saw the Chicago & Eastern Illinois train approaching at what appeared to be a very low rate of speed, and thought it would stop before reaching the crossing.

Statements by Street Crossing Flagman McFerrin, Switchmen Thiede and Hannapel, and Fireman Hall, were to the effect that the signal was displayed for the movement of the Wabash train over the crossing. All of these witnesses were employees of the Chicago & Eastern Illi-

nois Railway and were in the immediate vicinity at the time the accident occurred.

Foreman Inspector Magnus stated that the brakes were tested on train No. 4 before the train left the station, at which time they were working properly. The brakeman had said there was trouble with the brakes on one of the coaches applying in emergency, and the brakes on the train were tested three times, but no trouble with the triple valve on that car was found.

Engine 1011 was received from the shops on June 15, 1923. On the following day the air brakes were reported to be in fair condition, and a notation also made on the work report to take up both the engine and tender brakes. Engineman Fletcher had the engine on June 19, and in his work report showed the brakes to be in poor condition, that the driving-wheel brakes should be adjusted and that there was an air leak under the brake valve. On June 20 the work report signed by another engineman showed the brakes to be in good condition, although notation was made of an air leak on the right side under the cab. On June 24 the brakes were also reported to be in good condition, while a notation was also made to set the pump governor. Although Engineman Fletcher and Fireman Baldwin said the independent engine brake would not work on the day of the accident, and that it had been necessary to use the automatic brake in emergency application in order to stop the engine, moving light, before it was coupled to the train, it appeared from the statement of the brakeman that the air brakes applied with sufficient force just before the accident occurred to throw him and result in slight injuries.

Tests made subsequent to the accident showed that the ball signal could not be seen from the point at which Engineman Fletcher claimed to have seen it prior to the departure of his train from the station.

Conclusions.

This accident was caused by the failure of Engineman Fletcher of Chicago & Eastern Illinois train No. 4, properly to observe and obey the stop indication of the ball target.

Engineman Fletcher said he saw the signal

displayed for his train before it departed from the station, but not only did tests show he could not see the indication of the signal from the station, but there is sample evidence to the effect that the signal was displayed for the Wabash train at about the time his own train left the station and that it was not observed by him as he approached the crossing, his attention being attracted to the position of the train-order board beyond the crossing, and he did not notice the indication of the target until about the time he heard the exhaust of the engine hauling the Wabash train. While he claimed that the air brakes were not in first-class condition on the engine, at the low rate of speed at which the train must have been moving, the brakes on the four cars in the train should have been sufficient to bring the train to a stop and Engineman Fletcher properly observed the indication of the signal and operated his train accordingly.

All of the Chicago & Eastern Illinois employees were experienced men. At the time of the accident these employees had been on duty less than an hour, after from 22 to 34 hours off duty.

*Respectfully submitted,
W. P. Borland, Director.*

The above is available on the Internet. I thought it was of interest as the accident occurred at our namesake area. Shortly after this accident the interlocking was upgraded in the late 1920's to electric and North Yard building was constructed. The ball target was donated to the Museum of Science and Industry in Chicago. We found correspondence in our records where the museum contacted the C&EI in the 1930's and offered to give it back since it did not fit the museum's plans. The C&EI indicated they did not want it and we assume it was destroyed.

Editor



Spring in Mt. Vernon

I attended the spring County Engineer's meeting in Mt. Vernon yet again. Had a chance to see some trains, too!

Got up early on Thursday, picked up some fried dough at Dixie Cream Donuts, and stopped by the UP operator's office on the east side. The UP local power was a GP40/GP50 combo with the 50 still sporting the nose bell of its C&NW ancestry. I had just missed a WB NS but I could hear him talking with the DS and 2 other trains. It appeared that a meet was taking place north of town. (Note: Since last year the St. Louis line has fallen under the jurisdiction of dispatchers from Decatur. It was strange and yet comforting to hear some familiar voices!)

The meet involved a pair of westbounds, an autorack train (?Number) and 224 in the siding for an eastbound I82, second section of 282. I82 was yet another rack train and quite long with 3 Dash 9s up front for power. I chose to follow I82 into the rising sun and the DS ran him to Moon siding for a westbound 375. After 375 passed (with a high-hood SD40-2 leading) I82 was off to Simpson siding at Belmont. There they had to wait for the D68 local out of Princeton to switch the local elevator. The local's power was a single Dash 9! After Belmont it was a sprint into Princeton.

The approach to Princeton revealed a coal shuttle train had just cleared CB Jct. on its way into the plant. There was a westbound waiting in the yard and called within the hour. A maintenance crew was working the east end and trying to determine if they could go up the 'old main' or not. The NS dispatcher was frantically swapping and changing Track Warrants for the area around Douglas (I would later find out why), and oh yes- the CSXDS was pulling his hair out trying to get trains around the MOW guys prepping for the blitz.

The I82 pulled up to the CSX diamond, changed crews, and headed east. Now remember that this guy was very long with 3 big GEs up front. I had driven to the east side of town and discovered Douglas, the new wye connection to the Toyota plant.

I parked on the north side of the tracks and walked into the center of the wye. With the big, superelevated curve on the main I figured that this would make for a good shot. As I sat waiting I82 I heard a horn from the east. With perfect sun and blue skies I caught I82 and 239 passing each other in the middle of the curve. They both were moving slowly and I was surprised when both of them stopped in the curve - with my truck on the other side of the tracks. Since I82 was on the siding (south) track they were the first to make their pickup. They backed into the wye and down the hill to the waiting cut of 23 autoracks. While waiting for I82 I walked pretty much all around the connection. I noticed that there were a lot of good photo angles. I also noticed that I82's train stretched west to the junction with the old main, around the curve and up and over the hill into town - basically as far as the eye could see. 239's train appeared to bend to the east and around the curve to oblivion as well

After I82 got put back together, pumped his air and left he was in excess of 16,000 feet in length. 239 continued to sit there and wait. Shortly a local engine light (another Dash 9!) rolled thru the wye and down towards Toyota. Apparently they had some switching to do before 239 could pick anything up. At this point I began walking east to the end of 239, around FRED (he was hung over) and back to the truck. On the way back to Mt. Vernon I heard a westbound empty coal train with a BNSF unit leading heading for Centralia and caught 112, the westbound in the yard, at Belmont, Fairfield, and Mt. Vernon.

If you're in the area I highly recommend a stop at Douglas as there are some real neat angles and grades that look great in a telephoto lens. I also highly recommend parking your vehicle on the same side of the tracks as you are, unless you really like the exercise!

I forgot to mention NRE-Alco in Mt. Vernon... Some of the ex-BNSF SD40-2s that are now CEFX lease units were still there in the new blue livery with white stripes. Since it was a hot day they had the shop doors open and I could easily see 2 more green BNSF SDs inside being worked on. None of the ex-UP SD50s were present.

The east side of the shop still had the same units in the deadline as last time but the west side was devoid of power. Instead there were a lot more engine blocks in white shrink wrap on the west side. Apparently they converted some of the units into parts. There was a freshly painted FRRW GP38-2 on the east side (yellow, blue and red), number 2004.

Bruce Bird

CN Announces Diesel Program

Canadian National announced on April 16 it has awarded a major contract to General Motors' Electro-Motive Division (EMD) to remanufacture the diesel engines of 300 high-horsepower main line locomotives.

Under the six-year contract, GM will provide all materials, technical oversight, specifications, certification and a full warranty for the remanufacture of EMD 710 diesel engines in CN's GM-built fleet of SD60, SD70 and SD75 locomotives. The engines are key power-producing components of the locomotives, which were manufactured from 1989 to 1999 and produce 3,800 to 4,300 horsepower each. The GM program covers almost 30 per cent of CN's main line fleet of about 1,100 active locomotives producing 3,000 or more horsepower.

Jack T. McBain, CN's senior vice-president of operations, said: "This project will increase locomotive efficiency and reliability - a key objective of CN in delivering timely service to customers and meeting our aggressive asset utilization plan. It will also ensure these locomotives meet new environmental regulations requiring reduced diesel engine air emissions."

The remanufacturing project is the latest initiative in CN's locomotive renewal program. In March, CN announced plans to acquire 60 new state-of-the-art Dash 9-44CW locomotives from General Electric Transportation Systems. Delivery of the new locomotives will be completed by the end of 2004.

The new GE units will also help CN improve asset utilization, reduce fuel con-

sumption and cut locomotive air emissions. For each group of 30 new Dash 9 units - a single unit develops 4,400 horsepower - CN will displace up to 50 older main line locomotives that develop 3,000 horsepower each. Since embarking on a major program in 1995 to upgrade its main line locomotive fleet, CN has acquired 384 new locomotives, bringing the average age of CN's main line fleet to about 13 years - compared with close to 18 years in early 1995.

CN News Release

Continued from Page 2

to its founding, when it carried immigrants to settle the West and eventually tourists to the mountains. Mr. Ritchie said CPR got out of the passenger traffic business because it was unprofitable, but that could change if governments introduce new transportation policies.

"A lot of people think that the railways are anti-passenger ... We're anti-losing money," he said.

CP is still involved in passenger service in a limited way. For example it operates a small, high-end tourist operation using restored vintage railcars in the mountains outside Calgary. It also runs several commuter services across the country under contract with municipal and provincial governments, providing such things as track, train crews, signals and dispatchers.

With its spin-off last year from parent Canadian Pacific Ltd., the railway may be freer to pursue opportunities related to its core business, said Harry Gow, president of Transport 2000, a transport consumer advisory group.

"I think this has roots in the culture of the railway as it has reinvented itself," he said.

While no one is talking about privatizing Via Rail, the national passenger rail system, there are opportunities for CPR as governments seek to save money and look for alternate transport models, he said.

It's a trend that could even bring opportunities for CPR in the U.S. with the break-up of Amtrak, the government-owned

American passenger rail system, he said.

Anthony Polci, a spokesman for David Collenette, the federal Transport Minister, said Ottawa has had ongoing discussions with both CPR and Canadian National Railway and welcomes their input, although nothing definitive has been decided.

Peter Fitzpatrick, Financial Post, with files from The Canadian Press 04/10/2002

Spring 2002 NRHS Board of Directors Meeting

The NRHS Board of Directors met on April 14, 2002 at the Harrisburg Hilton and Towers in Harrisburg, Pennsylvania. The meeting was well attended. Here are some of the highlights.

Chairman Lee Dietrich continues his recovery from a stroke last December. Lee has moved from rehabilitation to an assisted-living facility. You can write to Lee at:

Sunrise, 6541 Franconia Road, Room #330
Springfield, VA 22150-1409

Senior Vice President Larry Eastwood is filling in for Lee in the Membership Awards program. Larry reported that all 2001 25-, 50- and 60-year pins have been distributed and he is starting to distribute 2002 awards. All chapters will receive a letter shortly asking if they want to present the pins for their member or have them sent directly to the recipients. If a chapter does not respond by the requested deadline, the pins will go directly to the recipients.

RailCamp 2002 is filling up! Mr. Eastwood reported that about 2/3 of the 48 spots for this year's two RailCamp sessions are spoken for, either with paid registrations or requests from chapters to sponsor a camper. Several chapters in the Ohio Valley Region are going together to sponsor a camper. Jim Andrisen, our new Director of Membership Development, has designed new RailCamp specific ads for major rail publications, and Director of Internet

Services Jim Lilly has placed more information on our "www.RailCamp.com" website. Railfan & Railroad has articles about RailCamp in the current issue. The two sessions are July 14-20 and July 21-27.

Speaking of RailCamp, Mr. Eastwood reported the NRHS has registered the RailCamp name on the Supplemental Registry. This project was lead by General Counsel John Fiorilla, and it may result in full trademark protection in the future. Mr. Fiorilla requested that all Society publications, including chapter newsletters, use the proper form of the program name - "RailCamp".

Production Editor Jeff Smith reported that the Bulletin staff continues to get the Bulletin back on schedule. Bulletin #6 of 2001 will be published in late April, and the staff expects to be back on schedule with Bulletin #3 of 2002 going to press in mid-August. Mr. Smith also reported that some additional articles from the Bulletin files are being published direct to our "www.nrhs.com" website.

Bill Baughman of Grand Canyon Chapter reported that sales are progressing for this year's convention, and members should get their orders in before events are opened for public sale this summer. About 750 people pre-registered. The banquet is sold out, as are most dome seats. There is a wait-list for coach seats on the Saturday trip while the chapter looks for additional capacity, but first class is still available. The dates are August 19-25, including the inbound and outbound specials with the Board meeting and Annual meeting on Friday, Aug. 24.

Bob Bitzer of Washington DC Chapter reported on plans for the 2003 convention in Baltimore, scheduled for July 1-6. The headquarters will be the Wyndham Inner Harbor, and the convention website is "www.starspangledrails.org". Pre-registration will start in August.

In other developments:

The new NRIIS Convention Policy was approved as presented. Any comments and suggestions should be sent to the national office for consideration in a planned general review.

The 2002 Railway Heritage Grants awards will be announced on July 1, 2002. The Society now carries Directors & Officers Liability insurance.

The Fall 2004 Board meeting will be in Utica, NY hosted by Utica & Mohawk Valley Chapter. Final dates are to be determined.

*Respectfully submitted,
Bruce J. Hodges - Secretary*

Second Section

C&EIRS-1 offer: On the next page there is an order blank for reservations for the Atlas RS-1 in C&EI orange and blue that will be available in late June. The C&EI Historical Society will be obtaining some of the kits to sell to members of the society. As noted in the last issue, only 300 of the kits will be painted in the C&EI colors by Atlas. 150 will be in each of two road numbers. If you are interested, you must place your order with \$50 deposit no later than June 15 to reserve one of the RS-1's. Retail price to members will be around \$95 with balance due before shipment. **Order now!**

Danville Project: The City of Danville is planning to reconstruct the single lane underpass under CSXT on Winter Avenue as well as a new structure over Stoney Creek and improve the two-lane street from the former Conrail crossing to Bowman Avenue. In early May I assisted our firm, URS Corporation, in the presentation to the engineering department. We have been selected to design the \$8 million project that will go to bid in April 2003. The project will involve replacement of the 1891 underpass with a new bridge structure and removal of the abandon Conrail grade crossing. A new two-lane bridge over Stoney Creek and a signalized intersection at Bowman Avenue is part of the project.

Your editor's involvement will be right of way and coordination with CSX and NS for the bridge construction. The CSX mainline/siding will remain in place and stage construction will allow construction under temporary bridges.

SPECIAL OFFER

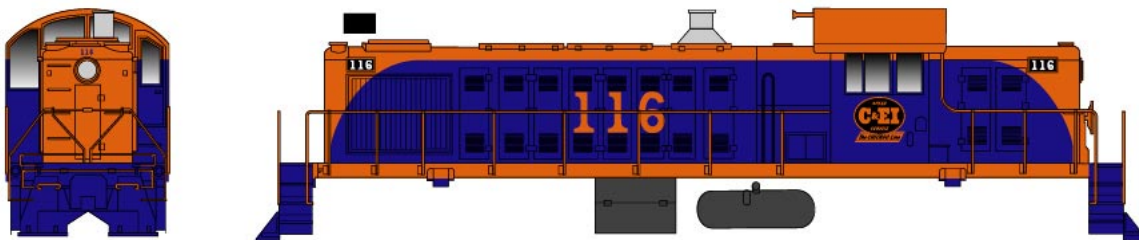
CHICAGO AND EASTERN ILLINOIS RAILROAD
HISTORICAL SOCIETY

ALCO RS-1 No. 115-118

On April 5, 1945 the Chicago and Eastern Illinois Railroad took delivery of four Alco R-1's numbered 115 to 118. The four units arrived at Oaklawn Shops in Danville on April 16 and were soon placed in service. The four units, the last ever purchased from Alco by the C&EI, were painted the beautiful orange and blue scheme that adorned the passenger units. The units were assigned to various terminals for switching duties and in later years repainted to the black with white strip scheme of C&EI diesel fame.

Atlas Corporation will produce the kit in two numbers of the RS-1's in the orange and blue scheme. Only 150 of each number will be produced and distributed by an Illinois hobby distributor. With limited quantities, and knowing that C&EIHS fans want at least one unit for their collection, the C&EIHS has been allowed to purchase kits for sale to members.

Release is expected in late June. The retail price is expected to be around \$95-100. Purchase will be by reservation only along with a \$50 deposit to hold a unit for your collection. Remember, with only a total of 300 models being offered to some 1,700 hobby shops this may be your only chance to add a great C&EI unit to your collection. Your order and deposit must be to the society no later than June 15 to reserve your unit. Postage and Shipping will be \$3.00 per unit. You will be notified by mail when the units are ready to be shipped so you may send the balance due on your order. Allow 3 weeks for shipment after sending balance due.



I wish to order _____ RS-1's kits (order for 2 kits will be one of each number)

Name: _____

Address: _____

_____ Day Phone _____

Mail this order form with your check or Money Order payable to C&EI HS to:

C&EI Railroad Historical Society
15 Woodland Drive
Bismarck, IL 61814