

FIRST CLASS MAIL

"THE DANVILLE FLYER"

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NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



Westbound NS Triple Crown #255 with NS 8750 and PRR 3003 approaches Danville Junction on April 1, 2000 (no fooling!). Photo by Rick Schroeder

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 \$15.00 for Chapter membership in addition to \$17.00 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.

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Volume 32

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Number 4

Coming Events

April 16, 2000

Danville, IL — Monthly chapter meeting at Pizza Inn, Gilbert and Williams Street next to CSX. Lunch at 1:00 PM and meeting after lunch.

April 29 & 30, 2000

Monticello Railway Museum, Photographer Special trains. Contact the museum for details and reservations.

April 29 & 30, 2000

Arcola, IL — Model Trains Show and sale. Rockome Gardens Theme Park, 5 miles west of I-57 at Arcola. \$4.25.

May 20 & 21, 2000

Milwaukee Road 261 - Chicago Chapter trips from Chicago to Galesburg, IL. 8:00 AM to 8:30 PM, each day. See details this issue.

Next Meeting

The next chapter meeting will be Sunday, April 16 at the Pizza Inn, corner of Williams and Gilbert Street (Illinois Route 1) in Danville. Discussion will be upcoming season at the museum and maintenance work on the building and layout.

Last month, after over two years of trying, contact was made with CSX Real Property, Inc. and the rent for the depot was reduced. Though only a \$200 reduction, this was an accomplishment that has been a long time in the making. With the addition of funding from the sale of donated items, we look forward to improving the building, both inside and out. In April and May we need to get additional tuck pointing and painting completed on the outside. We have discussed replacing the blinds on the windows and painting is needed on the side as well.



A new member has joined the group. Wade Frasch joined from San Jose, California. Wade is formerly from the Attica area and keeps in touch with railroads in Western Indiana and Eastern Illinois. The Wabash and Pacific is alive and well and is "The Hoosier connection to the West Coast". Wade is a member of a local chapter but found our homepage on the Net and wanted to join DJC for "news from back home". We welcome him on board.

The Urbana Show was again successful for the chapter. We sold almost \$400 in magazines and other materials. We especially want to thank Larry Nilles of Danville, Indiana for donating USGS maps to sell. Larry had a large collection, mostly from Indiana, that he wanted to get rid of. He asked me if they might sell and I said maybe but doubted if they would. He brought them to the show; some 200-300 in all, put a \$1 price on them in the first hour sold \$150 worth of maps. Remember, if you have anything you don't want (railroad items only of course) bring it to the show next year and we will see what we can do. A special thanks to all members that helped both days, especially loading and setting up then hauling back to Rossville.

Layoffs expected at freight car manufacturer

Freight car manufacturer Johnstown America Corp. is bracing for layoffs in the wake of declining orders for new railcars.

"The industry is dropping like a rock. If we don't get any more orders, there will be layoffs," Johnstown America President John Carroll told the Johnstown (Pa.) Tribune-Democrat. "By June, most of our people could be out on the street," Carroll said.

The company employs 1300 workers who build coal hoppers and gondolas, as well as multilevel auto racks. An official with the United Steelworkers Union, which represents the plant's workers, blamed rising interest rates and railroad consoli-

ation for the decline in new car orders.

The trade group Railway Progress Institute Inc. of Alexandria, Va., said freight car orders last year declined from 45,319 to 41,420. TRAINS On-Line, 3/15/00

Editor: How this will affect the Danville plant is not known yet. The Danville plant, former C&EI Oaklawn Shops, builds the aluminum coal hoppers that head west for coal loading. Other cars have been constructed at the facility over the past several years.

Wabash Memories

When I was born (1928), my father worked for the C&EI Engineering Dept. in Salem, IL.

In 1929, he went to the Springfield, IL Division of the Wabash Railroad, after learning of the opening through an old friend who was working for the Wabash at that time. When the depression hit in late 1929, the Springfield Division was abolished and Dad was laid-off. In 1930, they called him back and he went to the Engineering Dept. of the Decatur Division.

In 1931, Dad was made Track Supervisor at Bement, IL. His territory extended from Bement east to Tilton Yard (near Danville), north on the Chicago line to Forrest, IL, south down the old Effingham branch, and west to Cerro Gordo.

It was while we lived at Bement that I got my introduction to railroading. I remember riding the back platform of Train #4 with Dad from Bement to Danville on numerous occasions. When he felt a low joint, track out of line, or other problem that needed attention, he would write a note on a pad that he carried in his pocket, indicating the defect and location by milepost. He would roll the note up into a cone, bend the tip over and throw it off to the next section gang we saw.

I vaguely remember the depot burning at Bement. It was replaced by an old wood coach which was set off between the Eastbound and Westbound mains of the Detroit line and the North and South-

bound mains of the Chicago line. Dad had an office in this coach for a while and then his office was moved to the freight house which sat on the East leg of the Effingham branch wye. The branchline locomotive tied up at the freight house. I remember that a fellow named Charlie Rambo was the engineer for the branch local.

In 1937, Dad was transferred to Litchfield, IL as Track Supervisor. His territory extended from Mitchell, IL at the end of the St. Louis Terminal Division to Taylorville, IL. Dad's office was in the freight house which was east (railroad direction, actually north by compass I think) of the depot. At that time, the mainline was double tracked.

Some of my greatest railfanning was done while I was in the 6th grade at Ida J. Russell School. The back of the school ground was bordered by the IC, about a block over was the Wabash, and a block beyond the Wabash was the CB&Q. From the second floor classroom I had an unobstructed view of all three railroads. About 10 o'clock each morning, I would go to the pencil sharpener which was on windowsill overlooking all of this action. At 10 o'clock, was when the IC *Green Diamond*, which I always called "The Tobacco Worm" (if you ever saw this trainset, I think you would understand its nickname), went north, and Trains #10, the *Banner Blue Limited*, and #4, the *Cannonball*, went east on the Wabash. I would continue my slow sharpening until all three trains had gone by and the teacher would ask, "All of the trains gone now, Edward?"

I think the CB&Q also ran a doodlebug on this line. The Litchfield and Madison would also come up the CB&Q as far as the CB&Q freight house so I got a look at them occasionally. The NYC also had a branch which ran through Litchfield from Hillsboro to, I think, Alton. The NYC line was perpendicular to the other 3 railroads, so there were a lot of diamonds in town.

In 1940, Dad was transferred again. This time to Shenandoah, IA where he was Track Supervisor for the 19th District which extended from Stanberry, MO, to Council Bluffs, IA. I have fond memories which included the opportunity to hand fire a Class G-12000 locomotive, sleeping

on and riding with Dad on the hi-monthly supply train from Stanberry to Shenandoah, and being on Train #11 when we had a head-on collision with an east-bound freight near Chillicothe, MO at about 2am in the morning. No one was hurt, as I recall, but both locomotives suffered extensive damage to their smoke boxes and one engine rode up the pilot of the other.

Fond, but frigid, memories include riding with Dad on his Fairmont motor car on several winter trips. If you've never spent any time during the winter in the Northern US, you'll understand the word COLD as defined by riding a motor car with only a windscreen on the front of the car. We would ride from station to station, getting off and going into the depot to stand by the pot bellied stove until we kind of thawed out and then put the motor car back on the track and head out for the next station where we repeated the thawing out process.

In the summer of 1945, I obtained a summer job working as a Head Chainman in a Union Pacific survey party on the Wyoming Division stationed at Rawlins, WY. It was in this capacity that I drew my first paycheck from a railroad.

During the time I was working for the UP, Dad was transferred to Moberly as Assistant Engineer for the Moberly Division. The office at that time was deeply involved in the Clifton Hill line change.

When I came home from my summer employment on the UP, I started working in the Assistant Engineer's office. I kept this job through my last year of high school and summers during my college days. During high school, I worked a few hours each afternoon and on Saturdays making blue prints and filing tracings.

Occasionally on Saturday, we would head out to do some surveying that needed to be done to complete a design project. Working for a railroad in those days was a 6 1/2-day a week job. Although not much work was done on Sunday morning, somebody had to be on the job to answer any questions that any "brass hat" wanted answered. I was carried on the payroll as a B&B gang Carpenter's Helper.

When I graduated from the University of Missouri in 1950 with a BS degree in Civil Engineering, I looked for employment with a railroad. The Wabash said I could not work for them in the Engineering Dept. because they did not allow a father and son to work in the same department. I had an offer from the Frisco for \$249 per month and from the MoPac for \$250 per month, so I took the MoPac offer. What the heck, it was another buck a month and in 1950 a buck bought something. Dad stayed with the Wabash until he retired in 1959.-

as told by' Ed Dabler.

Reprint permission by the Wabash Historical Society.

Illinois begins grade crossing study using on-board warning system

If flashing lights, gates, and blaring train horns aren't enough to get a driver's attention at a grade crossing, maybe a warning system in the car will help prevent grade-crossing collisions. In a pilot project involving Metra, the Chicago-area commuter railroad, the Illinois Department of Transportation will test the effectiveness of an "on-board vehicle warning system" at five crossings in Cook and Lake counties.

"The department is committed to looking at all options for making grade crossings safer, and this pilot study of on-board warning devices is an important proactive step," IDOT Secretary Kirk Brown said on March 10.

The project involves 300 vehicles that are outfitted with a receiver to warn a driver that a train is approaching or occupying any of the five crossings. Nearly 35 companies, organizations and government agencies whose vehicles operate regularly in the study area are participating.

The system will be tested at five grade crossings along Metra's Milwaukee District North commuter line, where trackside transmitters have been installed. The crossings are in Morton Grove, Glenview,

Northbrook, and Deerfield.

The pilot study will be conducted for nine months. During that time, the in-vehicle receivers will be programmed in three modes: visual only, audible only and a combination of the two. The evaluation will include the driver's reactions to the overall system and their preferences for the three operating modes.

The cost of the project is \$482,000, with 80 percent of the funding coming from the Federal Highway Administration and the remaining 20 percent matched by the state. *TRAINS On-Line, 3/15/00*

CSX uses three locomotives as traveling diversity billboards

First there were diesel-electric locomotives with DC propulsion. Then came AC propulsion. Now add PC power—as in politically correct—to the list.

CSX is highlighting its corporate diversity program on three specially painted AC6000CW locomotives delivered this month by General Electric. The big AC units—Nos. 699, 5000, and 5001—each have a large "Diversity in Motion" logo emblazoned where the CSX initials normally are placed on the sides of their hoods.

"CSXT has created moving examples of its commitment to diversity, using locomotives as the medium," said Tony Jenkins, director-diversity. "Powerful locomotives will be promoting the message that diversity brings power to businesses and communities.

"We're serious about creating an environment that respects differences, embraces and rewards teamwork, and capitalizes on the diverse talents of employees," Jenkins says. "In the rail industry, altering the look of a locomotive—even in minor fashion—is not something done lightly. We hope this conveys to people out there our true commitment to diversity in work and life."

GE was all for the concept. "We think it's

fitting that CSX is using three units of our most powerful locomotive to promote the message..." says Mike Abrams, GE's manager-locomotive marketing and sales. "We applaud them for their vision of the strength that lies in diversity."

Look for the locomotives all across the CSX system, in all types of service. And hope that no graffiti artists get decorate them as they did Union Pacific SD40-2 No. 3396, which has a big "Zero Tolerance" in white graffiti covering most of the UP name on the flanks.

TRAINS On-Line, 3/29/00

Editor: Maybe you have read the news, CSX has problems out east with track condition to the point the FRA has stepped up inspection of track and CSX has committed to put more effort into rehabilitation of track. There have been several derailments on lines that have commuter and Amtrak trains running on them. Lets hope the campaign on the locomotives spills over to help the adverse publicity they are getting at the present time.

Man Finds His House Built Around Rail Car

Fremont, Ohio (AP) - On the outside, it's a plain looking house that has fallen into disrepair. Inside, sits a railway car that wasn't discovered until the home's owner began remodeling. Mike Wieczorek made the find while tearing out a ceiling in the home after a renter moved out. He discovered a wooden arch, but still had no clue what he would find when he tried to widen the kitchen. I thought it was a regular camper trailer," Wieczorek said. The house apparently was built around a Lakeshore Electric Railway car. All signs of the car were covered with construction materials to make it look like an ordinary house.

Robert Lorenz, a railroad historian in this northwest Ohio town, said it's definitely a Lakeshore Electric car. He has searched railway records to find where cars went when the interurban train was discontinued in 1938. "This was one I didn't know

about. And I still don't know about it," Lorenz said. "I'm still puzzled by that car out there." Wieczorek and his crew have pried much of the wallboard off, and the original lettering is exposed. The car's numbers were still covered if they still exist, Lorenz said. A piece of wood has been pulled off with the words "Brownsworth Sandusky" stenciled on it. There was a Lakeshore Electric supervisor named Al Brownsworth based in Sandusky, Lorenz said. Wieczorek, who bought the house and a couple other houses about five years ago, said the house's former owners have died.

The house was probably built in the 1930s or 1940s, said Steve Hasselbach, who is part of the crew working on the remodeling project. He said he recognized it as a Lakeshore Electric car as soon as the car was exposed. "My mom used to ride one of these to work," he said. The discovery has led Wieczorek to propose a new nickname for himself. "Just call me Boxcar Mike," he said.

P.S. Mike will be keeping the trolley-kitchen intact.

From Akron Beacon Journal via Cincinnati Chapter

UP museum move across Missouri River coming together

The Council Bluffs (Iowa) City Council signed off February 28 on a non-binding proposal that would allow Union Pacific Railroad to move its museum to the now-vacant Carnegie Library Building, reports the Omaha World-Herald. Council Bluffs is on the east bank of the Missouri River, opposite Omaha, and is the site of UP's area freight yard. Until recent mergers with Chicago & North Western and Missouri Pacific, Council Bluffs was the easternmost reach of UP.

Under the memo of understanding, the city and the railroad would draw up formal terms of responsibility once the money for the project has been raised. A citizens

group, Friends of the Carnegie Library, will lead the fund-raising drive.

About \$1.4 million is needed to refurbish the old library, which was built in 1904. It has stood vacant at 200 Pearl St. since "the Bluffs" opened its new library two years ago. The memo agreed to allow the Friends of the Carnegie Library to begin applying for grants. The city already has helped apply for a grant from the Iowa West Foundation and one from the state historical society. Other federal and state grants are being considered as possible revenue sources.

Neither the railroad nor the city is committed to contributing any money. Under the proposal, if the museum project did proceed, the city would agree to rent the building for \$1 per year, and the railroad would help staff the museum.

Council member Scott Belt said the city will back the project as much as possible, but he was concerned that the memo would be held up as a binding contract, preventing explorations into other uses for the building if the museum idea were to fall flat.

Railroad officials agreed with the city attorney that it is not a contract, and the council decided to check back on the fund-raising efforts by March 1, 2001—in case it appeared the money could not be raised and a new use for the building would have to be found.

UP's museum, unique for a large U.S. railroad, was located for years on the first floor of its downtown Omaha corporate headquarters office building. When UP needed the space, some exhibits were moved to the newly restored Union Station in Omaha, with others placed in storage.

Council Bluffs also had a small railroad museum of its own, in the former Rock Island depot near downtown. Recently some displayed equipment, including UP and Burlington steam locomotives, was moved from a city park to the museum site.



Wheel Report

Juniata Shop to rebuild UP locomotives
Norfolk Southern has announced that its Juniata Shops, the former Conrail facility in Altoona, Pa., has secured a contract with Union Pacific to remanufacture up to 150 locomotives. The deal is supposed to see work begin later in March and extend through the year.

Work is set to begin on 75 to 150 non-specified locomotives owned by UP. No new jobs will be created at the shops, rather the workforce already in place will be kept busy. According to Rudy Husband of Norfolk Southern, Pennsylvania Representative Bud Shuster was instrumental in landing the deal with UP.—
Kevin Burkholder/Eastern Railroad News via TRAINS On-Line, 3/8/00

CSX to lease more FURX SD40-2's First Union Rail Corp., which already has leased a number of locomotives to CSX, will be sending another 50 remanufactured SD40-2's to the railroad. Alstom will remanufacture 50 of its SD40's into Dash 2 locomotives at its shops in Montreal, Quebec.

Some of the units, which carry FURX reporting marks, have already made their way to CSX. The balance of the order will be completed in April.

"Alstom has already supplied several hundred 'like new' remanufactured SD40's to other Class 1 carriers," said James Cherry, president of Alstom Canada Transport. "We are gratified that both FURC and CSXT, through this order, have expressed their confidence in the reliability and quality of Alstom's workmanship."
TRAINS On-Line, 3/15/00

Continued on page 6

STB puts brakes on mergers, especially BNSF-CN

The blockbuster Burlington Northern Santa Fe-Canadian National merger has been placed on hold just three days before the railroads could officially file their merger application. Surface Transportation Board Chairman Linda J. Morgan on March 17 announced that major railroads will not be allowed to merge for 15 months while the board adopts new rules covering merger proceedings.

That means BNSF and CN won't be able to create the continent's largest railroad until late 2002 at the earliest, considering the merger time-out and the usual regulatory review process.

"Merger implementation has not typically gone smoothly, and indeed the railroad industry and the shipping public have not yet fully recovered from the service disruptions associated with the previous round of mergers," said the STB, which last week held four days of hearings on the future of railroad consolidation.

"Additionally, the testimony at the hearing confirmed the board's perception that a BNSF-CN combination would more than likely instigate, in the very near future, responsive mergers involving each of the other four large railroads," the STB said. "Therefore, the board, like numerous parties that testified before it during its hearing, concluded that it needed to revisit its merger rules in light of the current transportation environment and the prospect of a North American transportation system composed of as few as two transcontinental railroads."

BNSF and CN say they will appeal the STB's ruling. "We strongly disagree with the STB's decision that attempts to impose a 15-month delay in the consideration of the proposed CN/BNSF combination," CN Chairman Paul M. Tellier said. "We believe that the STB decision, which is unprecedented, is contrary to the public interest in efficient railroad transportation."

"The effect of the STB decision is to deprive CN and BNSF of their statutory right to a prompt and fair hearing," he added. "We will immediately initiate an appeal of the STB decision, and vigorously pursue all avenues that are open to us under applicable law. There is no justification for the STB to refuse to review the CN/BNSF combination promptly on its merits. CN's and BNSF's service levels are the best in the industry; both have recently successfully completed mergers without service disruption; they are the most efficient carriers in the rail industry and their respective financial positions are strong."

The response from BNSF Chairman and CEO Robert D. Krebs was strong. "We are extremely disappointed with the STB's decision... While Chairwoman Linda Morgan's action may be well-intentioned, as it stands, it has the effect of denying our proposed combination with (CN) before receiving our application and giving it a proper review."

Krebs said that if the STB decision survives judicial review, the result will be to "penalize" BNSF and CN for the failures of competitors "whose mergers have resulted in debilitating and costly service failures for shippers."

Krebs indicated that "BNSF will thoroughly review today's decision to determine what appropriate legal action we can take. If (this) radical decision stands, the effect would be something unheard of in any industry: For a period of 15 months, industry participants will be denied the opportunity to realize service and efficiency improvements that a carefully conceived and well executed combination can provide shippers, shareholders, employees and the public."

In contrast, response was swift and positive from Union Pacific, CSX, and Norfolk Southern, all three of which have had difficulties in their recent mergers.

In a statement, Union Pacific said, "In our view, today's decision was made in the best interest of the railroad industry, and fairly reflects the testimony given by more than 150 customers and witnesses at the STB hearing ... The STB decision takes a big step toward stabilizing the industry. Union Pacific plans to actively participate in the rulemaking proceeding.

"In the meantime, all employees of Union Pacific will continue to focus on what really counts the most for determining the future of our company and our industry—improving customer service."

Echoing these comments was CSX chairman and CEO John W. Snow. "Today's decision by the Surface Transportation Board is a recognition of the fact that the proposed BNSF-CN merger, or any other rail merger for that matter, is not in the public interest at this time," said Snow.

"By announcing a rulemaking proceeding at this time, the Board has accomplished two very important things," Snow said. "First, it has recognized the need to assess and update the standards by which mergers are reviewed by the STB given the current state of the nation's freight railroad industry, and second, to apply those standards to any future rail mergers. Although a longer pause would have been preferable, the board's action clearly reflects the unstable nature of the industry and the overwhelming concern expressed by rail customers, railroad employees, the financial community and the public—all of which are so dependent upon a financially strong and stable freight rail system."

In a statement, NS said: "Norfolk Southern commends the Surface Transportation Board for its timely action to defer further rail merger activities until the board has adopted new rules governing merger proceedings. The rail industry needs time to achieve the public benefits of the balanced North American rail system created through recent consolidations. NS will continue to give full attention to building customer and investor confidence by establishing good service at rates that permit continued investment in the rail network."

Wheel Report - continued from page 5

ILLINOIS CENTRAL UNITS ON THE MOVE: IC 8126, GP10, and IC 8335, GP10, both billed to Grainbelt Corporation, Clinton, Oklahoma. IC 8724, GP11, billed to Iowa Interstate Railroad, Iowa City Iowa. IC 8725, GP11, billed to National Railway Equipment, Dixmoor, IL. IC 8729, GP11, billed to Mobile Locomotive, Chicago Heights, IL., via Terry Shearer

Canadian Pacific GP38-2 No. 3084 has been repainted in the railway's classic maroon, gray, and yellow paint scheme for its use as backup power for the passenger excursions CP will begin this spring through the Canadian Rockies.

The unit will be an insurance policy for the 1950's-vintage F units, also dressed in the classic CP scheme, that are scheduled to pull the Royal Canadian Pacific and CPR Vintage Tour trains. The 3084 may also be used on the railroad's track evaluation car train. *TRAINS On-Line*, 3/29/00

ARCHES — The American Railway Caboose Historical Educational Society has a new book on the market. The book, *CAPTIVE CABEESSE IN AMERICA*, is available from the society for \$20.00 including postage. Over 5000 caboose locations are noted along with color front and back cover. The listing is by state and city location with heritage information.

The book may be obtained by writing the society at PO Box 2722, St. Louis MO 63116. Membership in the society is available for \$15 per year for non-voting, \$25 per year for voting membership. Founded in 1995 the society has over 200 members in 30 states and Canada.



Milwaukee Road 261 to steam to Galesburg

The Chicago Chapter will sponsor a trip with Milwaukee Road 261, a 4-8-4 Northern Class steam locomotive, to Galesburg, Illinois on May 20 and 21, 2000. The trip will be in conjunction with Friends of the 261 and the BNSF. It will leave Chicago Union Station at 8 AM each day returning to the station around 8:30 PM each evening. Arrival will be around 1 PM in Galesburg with departure at 3 PM.

Ticket prices range from \$99 for coach to \$229 for First Class (limited to 30) and \$399 for Premier Class (limited to 20 in the round-end sky top parlor car "Cedar Rapids"). Contact the chapter by phone, Noon to 8 PM, at 708-354-1753. Or write for information at the Chicago Chapter, NRHS, PO Box 53, Oak Park, IL 60303. Additional boarding will be at LaGrange (Stone Avenue) and Naperville (Route 59).

CP's Delaware & Hudson lands more Ford automotive business

Canadian Pacific Chairman Rob Ritchie complained during this month's railroad merger hearings about how his railway had been adversely affected by the problems CSX and Norfolk Southern have had integrating Conrail operations with their own. "We've been the victim of second-hand smoke," he said.

But his railroad also got a breath of fresh air from the Conrail breakup as its subsidiary Delaware & Hudson has secured business hauling unit trains of Ford Motor Co. cars and trucks to its automotive ramp outside Albany, N. Y.

CP's Eastern team on the St. Lawrence & Hudson unit, which includes the D&H, worked with other carriers in the Northeast to restore reliable rail service to the

former Conrail network. As part of that joint effort, last November StL&H developed and implemented a service contingency plan with Ford and Norfolk Southern to route overflow auto traffic to the D&H's auto terminal at Voorheesville, N. Y., outside Albany.

Since the operation has worked well, Ford, NS, and CP have extended the operation. Under the current plan, multi-level rail cars of autos and trucks are moved from several Ford plants in the U.S. to the NS mixing center at Fostoria, Ohio. NS hauls these cars to Buffalo, N. Y., where they are interchanged with the D&H, which then transports these cars to Voorheesville. The autos are then unloaded and head via truck to dealers in northern New Jersey and the Boston area.

"I am confident that this new program will be successful, and I am looking forward to expanding our role in the Northeast," said Jacques Coté, president of CPR's eastern operations.

TRAINS On-Line, 3/29/00

New Cumbres & Toltec Scenic season is assured

The uncertainty is over at the Cumbres & Toltec Scenic Railroad, the historic former Denver & Rio Grande Western narrow-gauge tourist line running between Chama, N.Mex., and Antonito, Colo. The steam-powered line will open its 2000 season as scheduled on Memorial Day weekend, with the veteran, 1400-member support group "Friends of the Cumbres & Toltec Scenic Railroad" as its designated operator. Service will continue on two more June weekends before daily operation begins on June 17 for the summer.

On March 2, the railroad's overseeing agency, the Cumbres & Toltec Scenic Railroad Commission, awarded the Friends a 5-year contract to operate the railroad, ending a drawn-out and contentious process of finding an operator for the state-owned line. Officially, the nonprofit Rio Grande Railway Preservation Corp., an affiliate of the volunteer Friends group,

Danville and Western

The D&W is up and running again, however, this time in HO Scale and in Champaign. The new layout is under construction in an "L" shaped room 33 feet on the long side and 24 feet on the short side. The adjacent photo is of the yard and engine facilities that is about 80 percent finished.



Started in January of last year, thanks to the table work help of Doug N. and Bob G., the layout began running in late fall of last year. The layout is point to point with two four-track staging yards. The main yard is in the center of the layout with the mainline single track with passing sidings. One major industrial area is finished (no building or scenery) a small town with quarry is up and running and the branch line is started. The branch will serve 2-3 coal mines along with the town of Grape Creek, in other words the "Grape Creek Branch" for those C&EI fans. Connection will be with N&W at one point and the other two connections are not determined yet.

DCC will operate the motive power (thanks to Bob and Doug convincing me that this was the way to start new) and 5 units are thus powered to date. Mainline turnouts are powered but all others will be hand throw. Hopefully late this year I can have the start of operations with some operating sessions. At some point I hope to be able to keep 6-7 operators busy during a session. This fall I will be planning an open house and will announce the time in the newsletter. If you are going to be in the area give me a call and see if we around, always happy to show the results to date.

Rick

will run the line.

The 64-mile railroad had been without an operator since October 1999, when the commission canceled its contract with former operator George Bartholomew for breach of contract and failure to maintain the railroad properly. Bartholomew and the commission now are suing each other.

The Friends has had responsibility for the preservation of historic non-operating assets along the railroad for the past 12 years. The group voted to submit a bid for operating the railroad after the commission's bidding process failed to find an experienced for-profit operator.

The Friends had already provided a \$62,000 grant to the commission to fund repairs to locomotives during the winter. And through various donations and loans, the Friends were able to raise over \$300,000 as operating capital to start the 2000 operating season in May. The rail-

road will be operated by the Rio Grande Railway Preservation Corp. utilizing paid staff, many of whom will be the same professionals who ran the railroad in the past

In addition to the \$300,000 operating capital the Friends have raised, both Colorado and New Mexico are in the process of appropriating \$400,000 each for rehabilitation of the railroad. The Friends hope the money will be awarded in time to help with pre-season preparations. Some of this money will be used as matching funds to secure an \$800,000 loan from the Economic Development Administration for track improvements.

Warren Smalley, President of the RGRPC and a board member of the Friends stated, "We look forward to running the railroad, and continuing its traditions. We plan to open on schedule next Memorial Day weekend." *TRAINS On-Line 3/8/00*