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"THE DANVILLE FLYER"

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P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

## DANVILLE JUNCTION CHAPTER



Passenger and freight trains are ready and waiting for motive power on the Grafton, Davis and Mount Storm Railroad, the G Scale layout in the home of Bill Sandusky in Rossville.

# 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.

## OFFICERS FOR 2001 - Our 33rd Year

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Volume 33

April 2001

Number 4

## Coming Events

### *April 22, 2001*

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

### *May 6, 2001*

Planned model railroad operating session at Rossville on Sunday beginning around 12:30 PM.

### *May 20, 2001*

Monthly meeting of the Chapter. This will be the last meeting until September.

### *April 28, 2001*

Champaign, IL - Illinois Traction Society 15<sup>th</sup> Annual Meet, Chancellor Hotel, South Neil Street.

### *May 12, 2001*

Danville, IL - Chicago and Eastern Illinois Historical Society meeting at Danville Area College, East Main St. 10:00 AM, tour of Johnstown America at 1:00 PM, meeting at 6:30 M and program there after.

### *May 26-28, 2001*

Opening weekend for the museum in Rossville.

### *June 19-24, 2001*

St. Louis, MO. - NRHS National Convention - Convention includes three steam trips, travel on Metro Link, the Museum of Transportation, night photo session and a dinner river cruise.

## Next Meeting

The next chapter meeting will be March 22 at the Pizza Inn on Williams Street adjacent to CSX. Remember, due to Easter we moved to the 4<sup>th</sup> Sunday. Lunch will begin at 1:00 PM and the meeting should start around 2:00 PM. Program this month will be by Doug Butzow.

We welcome two new members to the chapter. Robert Sutherland, 358 County Road, Negaunee, MI joins us. Bob is originally from the Hoopston area and found our web site. Chad Hyman, 16345 Dobson Ave, South Holland, IL joins us also. Chad is a UP engineer working between Chicago and Villa Grove and joined at the Urbana Train Show. We welcome both the chapter.

Operating Session - the next session will be Sunday, May 6 beginning around 12:30. This will be the last session as the museum



opens Memorial Day weekend. Don't let this stop you from operating trains and switching industry if you want to. With the card system we can find all the cars next fall and get started again.

## Operating Session

Last fall, after the museum was closed, several of the new members asked about operating on the layout. Beginning in October of last year we started Sunday sessions. I setup a card system for the freight cars on the layout and decided on a schedule of operation for through freight and passenger trains. The first few sessions were "rusty" so to speak and several struggled with the system. As the months went by we began to smooth out the session and by this spring had trains moving fairly smoothly.

The first Sunday in May will be the last session of the season since the museum will be open weekends and having a session will present problems with the public viewing the model layout. Also, with vacations and other plans it will be difficult to have all members present to operate. However, don't let this stop you from making up a train in the yard and working a local if you want to. With the card system we can find the cars next fall, get the cards out for them, and start all over again. We will be planning for the first session to begin in September.

I hope everyone enjoyed the sessions. I had fun putting them together and thank Bob and Bill for their help and "comments" to keep the dispatcher in line.

For the last session I have plans to add some problems for the group. No word now, but come operate and see if you can solve the problems.

*Rick*

## A Guide to North American HOT SPOTS

Kalmbach Books has just published a paperback version of railroad HOT SPOTS similar to the articles they have run in *TRAINS* over the past few years. Edited by J. David Ingles, the book, in the format of their other "pocket guide" books, contains many of the sites featured in recent articles. A total of 100 sites have been picked across North America with many new sites not covered in previous articles.

Last year *TRAINS*, thanks to Mike Harshbargen, contacted me in reference to providing information on the "hot spots" of central Illinois. I picked Danville and the site is one of 8 listed in Illinois. The index lists each location by state and there is a map, which indicates the site number listed in the book.

Similar information is included for each site. The name, nearest city and actual location per Rand McNally Atlas is shown. The directions to the location along with a physical description of the site are then listed. Following the location is type of operations, typical motive power, peak operating times and approximate trains frequency.

The radio frequency for each railroad is listed and indications of most used. Nearby points are listed; such as the Danville listing includes our museum in Rossville. Remarks include adjacent eating locations, motels and possible photo supplies. Safety considerations are listed giving the railfan the suggested locations and times that are considered safe (other than railroad safety). Finally the reference to other publications or previous "hot spot" news is included along with the contributor's name. There is also one color photo of the site with the Danville site including NS 21A pounding the former P&E diamond at the Danville Junction.

Illinois sites besides Danville are Centralia, Edelstein Hill, Galesburg, Joliet, La Grange, Rochelle and West Chicago. Indiana has Chesterton, Muncie and Wellsboro featured. *TRAINS* plans to publish a second volume that will include sites not covered

in this issue. The book may be ordered from Kalmbach for \$24.94 or found at train shows and book dealers.

Many of you probably copied the sites that were featured in *TRAINS* over the past few years and carry them with you on rail fan trips. I recommend this new book (of course because Danville is featured) be added to your collection for future trips.

*Rick S.*

## Wabash 2824

Our caboose has seen a lot of service at Monticello over the past years. Each year the MRM uses the caboose to bring up the rear of the weekend train, carrying the Wabash flag behind the Wabash F unit.

Last year several members repaired the interior of the caboose prior to the annual season and had plans for exterior restoration. Due to MRM equipment that was scheduled for repainting, and lack of time, our caboose was not fit into the schedule. Thus the pale red caboose made another yearly excursion from the museum to downtown Monticello. While we were working on the interior we noted additional water damage to the exterior in several places. Windows needed repair and

*Continued on Page 4*

## Rossville wreck

On the next page is a story of a wreck on the C&EI that took place in 1899. The great-grandson of the engineer was working on the family history and contacted our web site to see if we could assist with more information. G. R. Tilton sent a copy of the article from the Danville Evening Commercial along with a C&EI article about the Tilton family. (They are also related to the Tiltons of Wabash "Tilton" fame. Bob McQuown found a photo of a sister locomotive to the one wrecked and we copied a timetable of the period for the family. As a thank you they send a sizeable donation to the Chapter. We appreciate their support to the DJC and railroad history.

*Editor*

# **Three Railroad Men Killed In an Awful Wreck at Rossville.**

## ***Coroner is Inquiring***

*Two men of Another Crew Became  
Frightened Over Evidence and  
Disappear.*

Death rode in the cab of engine No.91, train No.55 on the C. & E. 1. railroad as it neared Rossville at 12:35 o'clock this morning. The fast freight was running at the usual speed in its daily race with time, hauling a long train of merchandise southward. Engineer E. J. Tilton, Fireman D. R. Hollis and H. W. Kellogg, air brake Inspector, were in the cab. The train rushed through

Rossville and on south towards the yards where the Sidell branch connects with the main line,

where fourteen cars were to be cut out for train No.77, engine 93, which was then making up in the Sidell branch yards. As the train reached the north end of the yards those members of the crew who were at the rear of the train heard the hissing of the air brakes being applied, and a moment or two later came the shock of a collision.

The train had dashed into some cars, which had been shoved out onto the track from the switchyard, presumably by the train making up in the yards. The engine dashed through an empty boxcar and plowed into a loaded coal car.

Then the engine began screaming like a monster in pain. The whistle, which had been thrown open, and held by the broken cars, which piled up around it, continued a long piercing blast as the steam escaped through it.

## ***Pile of Wreckage***

The engine having become wedged into the coal car was telescoped by the train following it. The tender had been cast to one side and the cars had been piled high upon and around the engine. What had been a few minutes before a swiftly-flying train, was now a monument of destruc-

tion.

The legs of a man were protruding from the wreck, indicating the fate of the three men who had been in the cab.

Conductor Samuel M. Fletcher went back to the telegraph office to report the accident. As soon as possible the work of rescuing the bodies of the dead men was begun. Engineer Tilton was on the right side, where he had evidently tried to jump from the train. His head was crushed against the boiler by a car that had shot diagonally across the engine cab. It was crushed out of all semblance to a human face. Fireman Hollis and Inspector Kellogg were on the other side of the cab, very close together. They had been crushed by the telescoping cars and held against the boiler until the flesh roasted.

## ***Bodies Brought Here***

The bodies were taken out and brought to this city where Berhalter & Olmstead's ambulance conveyed them to the undertaking establishment on West Main Street. The bodies were in some instances too badly torn and burnt to be embalmed. The splinters from one of the cars had torn Engineer Tilton's abdomen open.

The wreck train had the track open at Rossville by 9 o'clock this morning and traffic was resumed. There were in all nine cars broken to pieces. Merchandise was scattered all around.

On the train in addition to the members of the crew who met with such an untimely end, were beside the conductor, Brakemen George Barnhart and B. M. Collins. They were not injured in any way.

The crew of No.77 was composed of E. S. Green, engineer, Rossville; S. P. Withers, fireman, Rossville; Conductor McDowell, Rossville; Brakeman W. F. Bailey, St. Elmo, and Brakeman Charley Plautner, Rossville.

As soon as the bodies arrived here Coroner Stansbury made up three Juries as follows: to inquire into the cause of the death of Engineer Tilton—Charles Lindsley, foreman; T. R. McIntosh, Grant Holycross, George Wagner, Adam Barr and Sam Swift.

To Inquire Into the cause of the death of

H. W. Kellogg—George Colem, foreman; W. L. Sargeant, S. B. Layman, William Reynolds, Samuel Bennett, Denis Olehy.

To inquire into the cause of the death of Fireman Hollis—Henry Woods, foreman; Nelson Champlin, George Heater, Charley Sherman, Clem Ferguson and James W. Duncan.

## ***Testifying***

All the members of the crew No.77, except the conductor and rear brakeman were present

and testified, as were the surviving members of crew No 55. The testimony brought out the facts as stated above.

Brakeman Bailey of No.77 said he believed that No.77 had pushed the cars out onto the track, but that no one but the conductor and rear brakeman could know it. The accidental presence of the cars from the switch yard on the main track caused the wreck. The cars had been shove back out of the yards. The engineer and fireman of No. 77 were at the north end of their engine, but the cars at the north end had passed beyond the switch connection and out onto the main line, which should have been clear for No.55.

The crew of 55 relying on the exactness of everything as it is intended to be on a railway system, were running along with their train entirely unexpecting the fate that awaited the three unfortunate members of it. Mr. Kellogg, whose duty it is to instruct in the use of air brakes, got onto the train at Chicago, when it left there at 6:40 o'clock last evening. Mr. Kellogg was in the fatal wreck at Cayuga some time ago, but that time escaped, although several other members of the crew were killed.

It is one of the most terrible wrecks in which Danville has had a personal interest, and the fact that all men killed were residents of this city adds to the general feeling of sorrow. The families of the dead men may be assured of the little comfort that can come from the tenderest and most widespread sympathy. Because of the terrible wreck at Rossville last night were making up a verdict. Conductor McDougall and Rear Brakeman Chas.

Plautner of train 77, which is believed to have been the cause of the cars, which wrecked train No.55, being on the track, listened to the evidence for a time this afternoon, then became alarmed and fled. The coroner will probably order warrants

### ***Engineer E. J. Tilton***

E.J. Tilton, engineer on the C. & E. I. railroad, resided with his family at 504 N. Kimball Street, this city. He has lived there since last January, coming to this city from Andrews, Ind. He employed on the Wabash railroad. He had been engaged in railroad work for seventeen years. He was born In Maine and was about 43 years old. His parents reside at Fort Wayne, Indiana, and he lived there for a great many years with them.

He was married In Fort Wayne, Indiana. and he and Mr. Tilton left home to accompany the train about 9 o'clock Tuesday night. He made the trip to Chicago and was just returning to his family when the awful accident that separates them during life occurred. The relatives have been notified, and his parents will arrive this evening or tomorrow. The funeral of Mr. Tilton will be held tomorrow at 10 o'clock, and the interment will be In Springhill cemetery.

### ***Harry Wells Kellogg***

Harry Kellogg, 932 North Hazel street, was born January 25, 1856, In Terre Haute. He has been in the employ of the C. & E. I. in this city for three years, coming from Birmingham, Ala. He was married to Miss Addle Eaton, who survives him in Terre Haute. He leaves a son, Arthur, aged 19 years. He is employed in the machine shops of the C. & E. I.

The remains will be sent to Terre Haute in the morning at 3:45 o'clock. Short services will be held at the grave, but none will be held at the residence.

Mr. Kellogg was a member of the orders of K. of P. and Masons.

Since being in Danville Mr. Kellogg has had charge of the air instruction department, and it has been his duty to break in all newly built engines until they were in good working order. He was an expert in his work, and one of the most valuable

men in the employ of the company.

An aged mother lives with the family.

### ***D. R. Hollis***

The death of D. R. Hollis Is particularly sad on the account of his young wife and four little children who were dependent upon him for their living. They reside at 705 Kimball Street.

He had been working on the C. & E. I. for about three years and was 32 years old. He was born in Missouri. He and Miss Norah Smith, who was born in Frankfort, Indiana., were married in Missouri, where Mr. Hollis was employed on a railroad. He has no relatives here excepting a brother, Ben Hollis, who is an engineer in the C. & E. I. yards.

Four little children, the youngest being four years, are left. They are: Myrtle, Roy Leo and Ruble.

Mrs. Susie Gaily, a sister, and Mrs. Meyers, mother-in-law to the dead fireman, will come to attend the funeral. They live in Frankfort.

Short funeral services will be held at the residence tomorrow, and the remains will be sent to Frankfort for burial.

*From: Evening Commercial, Danville, Illinois Thursday, August 31, 1899.*

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*Continued from page 2*

some areas are starting to rust in the side sheeting.

Member Doug Butzow has examined the exterior and noted several places that must be repaired. This summer the caboose will again be on the museum train. However, at the last meeting we decided to request that the museum take the caboose out of service around the Fourth of July, about the time of the ICHS convention, and place it in a location that repairs can begin. We will request that the 2824 be placed in the train for Caboose Days in August.

Each year our caboose is fitted with backup horn and all safety equipment for the rear end crew. Our request will give the museum time to schedule another caboose for the rest of the summer. If all repairs can

be made this summer and fall then hopefully next year it will be ready for the paint line.

Doug will be leading the restoration and will setup work schedule that fits his schedule (Doug and his wife are expecting another "engineer" in late summer). If you are interest in working please let us know and we will put you on Doug's call list. We don't need 5-6 at one time but a couple of people each session to help with repairs.

*Editor.*

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## **Monticello Museum To Comemorate Illi- nois Central 150<sup>th</sup> Anniversary**

Lying in the heart of Illinois Central country and with perhaps the best collection of operating and restored Illinois Central equipment it is only fitting that the Museum should celebrate the 150<sup>th</sup> Anniversary of the Illinois Central Railroad. The Illinois Central was chartered on February 10, 1851 with actual construction beginning in December of that year. The Illinois Central was the first land grant railroad. When construction of the original charter line was completed in 1856 it was also the longest railroad in the world at 705 miles. For the 2001 season the Museum will undertake a number of activities to help commemorate the Sesquicentennial of the Illinois Central Railroad.

**Displays:** Museum Curator Barbara Mann is planning an array of displays within the display cars at the museum site and at the Wabash Depot which will feature Illinois Central artifacts, memorabilia, and photographs. Included with this will be a display on the Illinois Central in Champaign County that is being loaned to the Museum by the Early American Museum, in Mahomet. During 2001 the second display track at the museum site will also be used to showcase some of the Illinois Central equipment from the museum's collection.

At present there are two special events

that have been planned for the Sesquicentennial:

**Illinois Central Historical Society.** The Illinois Central Historical Society (ICHS) will hold its annual convention in Champaign during the first weekend of July. On during the afternoon of Friday, July 6, ICHS members will visit the Museum. ICHS members will be treated to a ride on an Illinois Central streamliner featuring the two Museum coaches and the baggage car that were repainted last year along with IC #7. Former CNFPA4 #6789 will pull the passenger train. Illinois Central freight and work trains will also be operated for the Society. This event will be open to ICHS members only. Anyone interested in attending the event should contact the ICHS at P.O. Box 288, Paxton, IL 60957.

**Railroad Days.** The Museum's annual Railroad Days event will be held on Saturday and Sunday, September 15 and 16. This event will also feature Illinois Central passenger and freight trains, displays of the IC work train equipment, and motor car rides. Both of these events will require extra volunteer help. Art Purchase and Paul Yoos are assisting me with the planning and supervising these events

In preparation for these activities there are a number of tasks that we hope to accomplish. IC Baggage car 518 needs to have head-end-power (HEP) wire run through it so it can be used in the streamlined train consists. The only operational locomotive in the Museum fleet that can serve as a reasonable replica of an Illinois Central freight engine is RS3 #301. We will repaint it in the black with white stripes and green diamond logo so that it closely resembles the Illinois Central's small fleet of RS2s. Our other goals are to repaint the exteriors of the Illinois Central side door caboose donated by Terry Shearer and the gray wide vision porch caboose owned by ARCHES. Help in completing these projects is both welcome and needed.

These are the activities that are currently planned. Other opportunities to showcase the IC collection during 2001 may develop.

*Brian Higgins via the MRM Second Section.*



Museum director Bob Gallippi operates the logging train on the Grafton, Davis and Mount Storm railroad.

## **Grafton, Davis & Mt. Storm Railway**

Member Bill Sandusky, a Chicago area transplant, has started a G Scale layout in the basement of his home in Rossville. Bill moved in to town in 1999 and the layout was started in the basement in the fall of that year. By March of this year all track work and wiring has been completed and full operation should start by May.

The layout is set in the pre-1941 period in West Virginia. The 250 feet of mainline operates point-to-point starting at Grafton, the home yard and Western Maryland interchange point, and ending at Mount Storm. Being based on a West Virginia short line it serves coal and lumber industry and also serves several other small factories and "sweat shops." A total of 12 industries are on the layout.

The layout is setup for five cabs with about 50 electrical blocks. Once operating, yard jobs will be worked at each end with trains running between the two towns. Bill has started working on a card system for the layout and hopes to have the first operating session in May. For those of us that have visited the G D & Mt S have been impressed with the amount of track in the small basement and the short amount of time he has the railroad up and running. Of course, when you are retired you have lots of time to "play with trains in the basement".

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### *Newsletter*

You might note this issue is smaller than usual. In January and very early February it was very slow at work. However, that all changed once the CSX contract came along and then NS decided that projects would finally come out of the Atlanta office. The bulk of the NS projects are public work, but they all came at once.

I have been very busy getting estimates together for the West Virginia project. Working with two other offices and having meetings in Baltimore has kept me on the go. From NS came projects in Burns Harbor, Dyer, Schererville and Hobart, all

at the same time. Then CSX started with a project in Akron, Toledo and Waverly, Ohio. NS followed with projects in Lakewood and Amherst, Ohio. Finally the Casky, KY project jumped up and they need plans in 2 weeks (they have been "thinking" about the project for 3 months).

The week before the meeting I will be in Jacksonville for a meeting followed by one in Atlanta with NS. Our Keystone project on NS is to be shown to bidders in late May and there are not enough hours in the day to get it done.

Therefore, a short newsletter. Next month I will have two of Art's articles he has sent.