

Milwaukee Boxcab on display in downtown Hartlowton, Montana, photo by Rick Schroeder, November 2001



## **DANVILLE JUNCTION CHAPTER**

NATIONAL RAILWAY HISTORICAL SOCIETY  
P.O. Box 1013  
DANVILLE IL 61834-1013

"THE DANVILLE FLYER"

FIRST CLASS MAIL

# 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.

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EDITOR: Richard M. Schroeder, rmschroeder@att.net PUBLISHERS: Allen Cooke & Doug Nipper

1819 Coventry Dr.

Cooke Business Products, Inc.

Champaign, IL 61822-5239

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## Coming Events

*April 21, 2002*

Danville, IL Next regular monthly chapter meeting at Pizza Inn, Gilbert and Williams Street next to CSX.

*April 14, 2002*

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

*April 20-21 & 28, 2002*

Monticello, IL - MRM Trottle Time - contact the museum to make reservations to operate the museum's motive power.

*April 26 & 27, 2002*

Terre Haute, IN - C&E Historical Society joint meeting with the Haley Tower Historical and Technical Society, 9 AM to 9 PM on Saturday at the Rose-Hulman

campus on the east side of Terre Haute. Contact Bob McQuown or Rick Schroeder for more details.

*April 27, 2002*

Rossville, IL Operating Session at Bill Sandusky's Grafton, Davis & Mt. Storm RR, 12 noon to 4 PM.

*April 27, 2002*

Monticello, IL - MRM's Photo Trains operate again this year.

*May 4, 2002*

Chicago, IL - Chapter outing to ride Metra trains and visit rail locations. See article

and schedule this issue.

*May 5, 2002*

Rossville, IL - Last Operating Session of the season. Begin running at 1 PM.

## Next Meeting

The next meeting will be on April 21, 2002 at the Pizza Inn. Discussion will include final plans for a Chicago trip in May (see article this issue. Allen Cooke has setup times and locations to check out the rail scene in the Windy City. Plans for opening the museum the end of May will be discussed.

May will be one of the last operating sessions for the spring. Once we are open the sessions will be put on hold until at least September or October. Remember the national convention that is coming up in August. This year the convention is at



the Grand Canyon and if planning to attend get your reservations in now.

We have one more video for the program this month. With April being the 50th anniversary of the end of the Illinois Terminal service into Danville President Dave Sherrill will have the IT video with scenes of the area. Many of us were "kids" at the time and memories of the last train are vague. Your editor remembers riding the car to west of Danville, which town I don't remember, and coming back. The other best memories is sitting at Logan Avenue and seeing the cars come up the hill and swing around onto Main Street to head toward downtown.

## Union Pacific No. 3985 to embark on Midwest swing in June

Union Pacific has confirmed the June excursion dates involving 4-6-6-4 Challenger No. 3985, which will roll on a nine-state, 2,948-mile Midwest tour from June 6 through 27.

A public excursion are slated for June 15 only between Chicago and Milwaukee. Cost is Coach, \$169, Dome, \$259. Contact 20th Century RR Club 329 W. 18th St, Chicago, IL 60616. A trip on the 16th may occur if there is demand.

On June 22 and June 23, the 3985 will run an excursion from St. Paul, Minn., to Kansas City, with an overnight stop in Des Moines, Iowa. The Camerail Club is sponsoring the trip.

The 3985 is also likely to pull the annual Denver Post Frontier Daytrain from Denver to Cheyenne, Wyo., later in the summer.

## New Tracks Ahead Series to Premier in HDTV This Winter

by Joe Russ

The latest series of Tracks Ahead (the fifth of the series) is expected to be released by January 1, 2002, according to the show's Executive Producer, David Baule. The series, produced by Milwaukee Public Television in Milwaukee, should start airing in Milwaukee in February at the latest, but the exact time is yet to be determined. As always, check your local listings for more information.

It will be in wide-screen format, which should look great for those of you who have high definition televisions. Dave adds that it will look good on standard TVs as well. Spencer Christian will again hosts the 13-part series. The program highlights, as provided by MPTV, are as follows:



### *Program #501 Circus Train*

Come join the circus as Tracks Ahead joins the Ringling circus train. We'll visit the spectacular Taieri Gorge in southern New Zealand, visit a Lionel train layout and explore the past and present of New

York's Hellgate Bridge.

### *Program #502 Copper Canyon*

Ride through Mexico's Copper Canyon, which is deeper, wider, and longer than the Grand Canyon. Visit an old logging railroad in the shadow of Mt. Rainier, meet a man whose collecting of brass models turned into a showcase layout modeled after central Wyoming, and finally take a look at the exquisite pictures of, and talk with, photographer/artist Ted Benson.

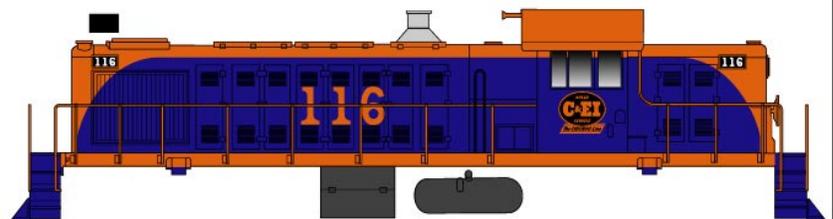
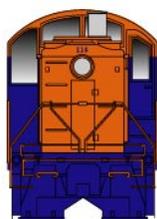
### *Program #503 The Indian Pacific RR*

The Indian Pacific Railroad is one of the longest rail journeys in the world. Join the Tracks Ahead crew as they explore Southern Australia. Then visit with an artist John Bromley, examine a large 0 gauge layout in Washington, DC, and look in on a middle American amusement park, that features a fabulous collection of steam powered trains.

### *Program #504 Road Railers*

Trains aren't just about traditional rolling stock anymore. Tracks Ahead will look in on an updated version of some freight hauling technology that has been around for quite a while. Visit with the man who is one of the nationally know gurus of steam, Doyle McCormack, and his famous locomotive, the SP 4449. Visit the Tennessee Valley railroad, and

Shown below is the artwork for a Chicago and Eastern Illinois RS-1 that will be produced by Atlas Company for a private source. The C&EI Railroad Historical Society assisted in providing photos and technical information to Atlas for the production. The society understands that only 300 of the units will be produced in the C&EI blue and orange. This is the original paint scheme that the was on the four units the railroad received from Alco. A short time later the units were repainted black with the white end stripes. The Atlas production is scheduled for late June, 2002 and will retail for around \$95.



look at an amazing layout and collection of vintage toy trains.

### ***Program #505 Northland***

It's billed as the largest model railroad in the world. Tracks Ahead takes a look at the gigantic layout called Northlandz. Ride with author and Chicago Sun Times literary critic Henry Kisor as he travels to the Rocky Mountains, check out Marcel Trautwein's HO-scale layout in Wind Lake, Wis. with a European flair, and drop down to the piney woods of east Texas where steam is still king.

### ***Program #506 The Ghan***

Experience the Outback, from Alice Springs to Adelaide, as Tracks Ahead rides The Ghan through the rugged land of central Australia. Visit with the man whose company built many of the American streetcars, visit the Kentucky Railroad Museum to see a combination of steam and one of the last operating BL-2 diesel locomotives. And visit with a couple whose passion is garden railroading.

### ***Program #507 The King of Toy Trains***

Examine the life of the man whose name has become a household term synonymous with toy trains. Visit a theme park in the Pacific Northwest which features an unusual steam railroad, look in on the Cypress Gardens model railroad in Central Florida, and visit one of the oldest model railroad clubs in existence.

### ***Program #508 Trains of Cuba***

Steam railroading is still an everyday occurrence in the sugar fields of Cuba. Ride with the Tracks Ahead team as they explore the beauty of western and central Cuba. Then it's off to New Hampshire, to ride a portion of the remaining Maine Central Railroad, now the Conway Scenic Railway. Then meet a man whose passion is for model industries, and go to a town that has massive amounts of rail traffic-and helps the rail fans see it all.

### ***Program #509 Cable Cars***

One of America's historic treasures is

found in San Francisco. The colorful cable cars attract not just tourists, but city residents as well. Meet Homer Henry, a man whose layouts are just a small part of his passion for railroading. Visit the steam trains of the hundred-year-old Heber City Railroad in Utah, and the Twin Cities Model railroad club.

### ***Program #510 New Zealand by Rail***

Tracks Ahead visits one of the most beautiful countries in the world, as we ride by rail through the north and south Islands of New Zealand. Visit with a man who puts good use to cast-off items in his garden railroad, meet an artist who puts beauty to paper, and look in on the Omaha Zoo, where you will find an unusual stream powered attraction.

### ***Program #511 Union Station***

Visit Union Station, the most visited place in Washington, DC. Meet master modeler and brass collector Howard Zane, check out the commuter rail situation in Northern Indiana, and explore the north east coast of Australia on the luxurious Great South Pacific Orient Express.

### ***Program #512 Pacific Fruit Express***

How does orange juice get from the plant to your table? Tracks Ahead looks at the origins and operation of the highest revenue generating unit train in the country. Then it's off to sample Australian Wines - by train, of course. You don't have to have a large space to create a beautiful model railroad, and go to Kenosha, Wis. where the good old days of trolley cars just rolled back into town.

### ***Program #513 Puffing Billy***

No trip to Australia would be complete without a ride on Puffing Billy, one of the oldest operating steam locomotives on the Australian continent. Visit with an Atlanta man whose dream layout has come to life, and then visit the North Carolina Transportation Museum, and stand in

Union Station in St. Louis the center of a combined rail operation that is still going strong in the Gateway to the West.

*From WISE Owl Car via Sparks & Cinders*

*Tracks Ahead is now on WILL-TV, Channel 12, University of Illinois at Urbana-Champaign each Saturday at 3:00 PM. The show has been scheduled since the end of January with program #502 viewing on 3/30, get the VCR going.*

## **Did CSX edge Norfolk Southern with UPS bullet test train?**

Although it's not exactly on par with the pairs figure skating controversy at the Olympic Winter Games, there is some debate in railroad circles on whether CSX or Norfolk Southern ran the fastest United Parcel Service bullet test train between Chicago and New Jersey.

In November, NS test train 22T ran 903 miles from Chicago to Croxton, N.J., in 20 hours, 19 minutes.

Last week, CSX train Q-100/L-170 ran 964 miles from Chicago to Little Ferry, N.J., in 20 hours 31 minutes - if you start the CSX clock ticking from the time the train left Burlington Northern Santa Fe rails at McCook, Ill. That makes NS faster by a mere 12 minutes.

But if you calculate the CSX running time beginning when the train stopped at 71st Street in Chicago for the change between BNSF and CSX crews, you get a different result.

The train stopped to change crews at 12:40 a.m. Thursday, March 7, and was on the move 4 minutes later. The train arrived in Little Ferry at 8:50 p.m. that day, producing a running time of just 20 hours and 10 minutes. That would give CSX bragging rights by a slim 9 minutes.

The NS running time for the 22T was determined based on the BNSF/NS crew

change at Ash Street in Chicago, the point where the train left BNSF rails for those of NS.

But no matter how you figure it, the match-up that pitted CSX's longer, flatter New York Central Water Level Route against NS's shorter, mountainous Pennsylvania Railroad route was essentially a draw.

A true test would be to measure hotshots' performance over a month, not just the one run apiece that the railroads ran – and flawlessly so – for UPS. And in any event, both trains soundly beat their schedules.

The shipping giant has not committed to running the expedited schedule for once-weekly coast-to-coast service. So for now, railroaders and fans alike can engage in an endless debate about whether CSX or NS has the fastest Chicago-New Jersey route.

It's a debate that's been going on since the days of the New York Central and Pennsylvania railroads, and it's not likely to be settled anytime soon – even if the routes of today don't exactly match those of the predecessor New York-Chicago trunk lines.

CSX's route east from Chicago is, of course, the former Baltimore & Ohio, Big Four, and New York Central. Norfolk Southern's main line route east from Chicago is New York Central, Pennsy, Reading, and Lehigh Valley.

Via TRAINS On-Line, March 11

## More Rail Travelers; more Uncertainty on the Hill

Friday, March 15, 2002

February was the sixth straight month in which Amtrak performed much more strongly than did the airlines in terms of year-to-year percentage change comparisons. It also saw Amtrak's strongest percentage increases of the fiscal year.

Amtrak ridership was 6.4% above the February 2001 level; passenger-miles rose

8.6%. The Air Transport Association reported declines for domestic service of 12.5% and 10.3%, respectively. Amtrak's passenger revenues were up 17.0%.

Strong demand for passenger rail is truly nationwide and is not confined to the Northeast Corridor.

\* On sleeping cars, ridership was up 13.1%, passenger-miles 18.0% and ticket revenue 18.0%.

\* For the third consecutive month first class ridership on the Los Angeles-Seattle "Coast Starlight" hit an all-time record, increasing 10.7% compared from a year ago, while ticket revenue was up 12.3%.

\* Ridership on the Pacific Surfliners (San Diego-Los Angeles-Santa Barbara) and Cascades (Eugene-Portland-Seattle-Vancouver, BC) surged 9.6% and 14.2%, respectively.

The public's post-9/11 travel patterns continue to send a clear message about the new importance of intercity passenger rail, but the message from Washington about what if any such service will exist after October 1 is still ambiguous.

At yesterday's Senate Commerce Committee hearing on Amtrak, Chairman Hollings (D-SC) noted that his bill—S. 1991, an authorization aimed at supporting and improving the entire system—now has 25 co-sponsors. But John McCain (R-AZ), the committee's ranking member, again questioned the need for passenger trains outside the Northeast Corridor and perhaps the West Coast.

Deputy Transportation Secretary Michael Jackson took criticism from both Hollings and McCain for the lack of a specific Bush Administration plan for passenger rail. Jackson said: "We need to change the behavior and the structure that has produced [Amtrak's fiscal] problems... We're not prepared to commit to a specific dollar amount... The President needs to review the significant economic costs of this need."

Via NARP

## Steamtown Reduces 2002 Excursions

The National Park Service's Steamtown National Historic Site in Scranton will condense its excursion operations somewhat during the 2002-operating season in an effort to curtail expenses while meeting the demands of the Park's visitors.

Instead of beginning its excursion season on Memorial Day, the traditional Scranton-Moscow round-trips will begin on July 4, which ought to permit shop forces to have two operating mainline steam locomotives this year, ex-Canadian Pacific 4-6-2 #2317 and ex-Canadian National 2-8-2 #3254. The 2317 was out of service for much of 2001 due to a minor derailment at the beginning of the year. With only the 3254 available and it having some minor ills following a lengthy overhaul, a number of trips had to be operated behind ex-Nickel Plate Road GP9 #514.

The above doesn't mean visitors to Scranton won't find steam running, for the normal yard excursions will use one of the steamers from May through the start of the Moscow trips in July.

In an effort to attract more visitors this year, Steamtown has lowered its admission and excursion ticket prices. The park admission fee has been cut from \$8.00 to \$6.00, and the Moscow trips will be priced at \$10.00, down from \$12.00. The popular combination ticket will cost \$14.00 this year. It is hoped that the reduced prices will spur attendance, which was down ten percent in 2001, in addition to a flat appropriation from the Park's Service's budget.

For those contemplating a trip to Scranton, Moscow trains will operate at 11 AM and 2 PM Thursday-Saturday, July 4 through September 1. On Sundays from July 7 through September 1, there will be only a 2 PM departure for Moscow. Ridership on Sundays has been lighter than on other days, thus the necessity to make that adjustment. From September 7 through 29, there will be a 2 PM departure Saturday and Sunday only, but there will be both an 11 AM and 2 PM departure for Moscow Saturday and Sunday from October 4-27, during the peak fall foliage season. On

Monday, October 14, there will be special foliage special with complete details to be announced later in the year.

Steamtown Acting Superintendent Harold "Kip" Hagen says that the 2317 and 3254 should be available for the full operating season. Former Baldwin Locomotive Works 0-6-0 #26, undergoing five-year overhaul, is expected to be out of the shop by September.

Complete information on this year's Steamtown operations may be had by telephoning 1-888-693-9391 or going to the Steamtown website at [www.pps.gov/steamtown](http://www.pps.gov/steamtown)

*CINDERS January, 2002*

## The B&O Railroad Museum's Celebration 175 Years: America on Track

CSX has joined the B&O (Baltimore & Ohio) Railroad Museum as a presenting sponsor of 175 Years: America on Track, celebrating the 175th anniversary of railroading in America. CSX's \$500,000 gift will enable the B&O Railroad Museum to offer special exhibitions, programs, a rail excursion and special events for families, children, railroad enthusiasts and visitors from around the world interested in America's heritage.

"We are proud to partner and celebrate with the B&O Railroad Museum as they embark on this significant celebration," said Michael J. Ward, president of CSX Transportation and a Baltimore native. "As an international transportation company that provides rail transportation in 23 states, Washington, D.C. and Canada, we celebrate the birthplace of American railroading and all it has taught us as well as salute what the future holds for railroading and the nation."

Through July 2003, the B&O Railroad Museum will host this national event with a series of monthly events and the debut

of new educational programs and exhibits. Most recently, the Museum unveiled Portraits of American Railroading, an exhibit that includes images of important American railroad figures from the Smithsonian Institution's National Portrait Gallery. The 16-month celebration culminates with The Fair of the Iron Horse 175 – a 10-day pageant of rare locomotives and citywide festival at Carroll Park in July 2003.

"We are delighted that CSX has joined us to help show the world how railroading touches each of our lives everyday. Through their generosity, visitors from around the world will have the opportunity to take part in an enriching cultural and educational experience as we celebrate the anniversary of America's first railroad," said Courtney Wilson, executive director of the B&O Railroad Museum.

CSXT's earliest predecessor was the B&O Railroad. Comprising the oldest, most comprehensive collection of railroad history in the Western Hemisphere, the B&O Railroad Museum is a unique cultural and educational asset for the City of Baltimore and the nation. An unparalleled roster of 19th and 20th century railroad equipment, original shop buildings, and historic Mt. Clare Station provide an integrated resource to present many aspects of American railroad development and its impact on our society, culture, and economy. The B&O collections date back to the founding of the B&O Railroad in 1827 and include historic buildings, over 200 pieces of rolling stock, 15,000 small artifacts, 20,000 photographs, assorted fine art and a research library facility.

For more information and admission prices, the general public can call 410-752-2490 or log on to [www.borail.org](http://www.borail.org).

*CONTACT: Weinberg Harris & Associates, 410-427-0123 Mary Margaret Stepanian, Ext. 220 Jennifer Gimm, Ext. 225*

## The Monticello Railway Museum, Monticello Illinois

*Photo Train April  
27, 2002*

The museum will host its third Photo Train Day with freight and passenger trains. The freight will have RS3 #704 painted Illinois Central black with freight cars and a IC side door caboose. The passenger train will have CNFPA4 #6789 CN steam car and four IC passenger cars. A night photo section will be held with Steve Barry of Railfan Magazine. On Sunday April 28 there will be Throttle Times with the freight, with the RS3. You will be able to operate the freight as a engineer. The price of tickets for the Photo Train on Sat. April 27, 2002 are \$35.00 The cost for a Throttle Time is \$65.00 if you buy a ticket for the Photo Train at the same time. The regular Throttle Time is \$75.00.

For more information E-mail me at [urtx@net66.com](mailto:urtx@net66.com) Arthur Purchase, Event Chairman

## CN/IC News, and other things

The following additional LMSX units have been renumbered into the CN System:

734 to IC 2461 18 Jan 02

735 to IC 2462 26 Oct 01

739 to IC 2466 6 Feb 02

I spotted the 728 still in full LMSX markings and numbers as of 15 March 02.

SD40-2's IC 6140 and 6142 have returned from Alstom after being rewired and getting cab upgrades. They also sport new CN paint with IC sublettering. The 6140 was released from Alstom 29 Jan 02. No word on the next batch to go north for this

work. There should be six more according to the plan calling for ten of them to be done this year.

IC SW14 1489 stored at Memphis for nearly two years returned to service 20 Dec 02. It came north to Chicago in March and went to Woodcrest for some work. It worked for several days in the yard at Markham and was then shipped south.

IC 1490 long assigned to Decatur was transferred to Markham in February 02. The 1495 which had been assigned to Chicago for the past three plus years, has since replaced it at Decatur.

A couple of frame numbers from SD751's;  
CN 5694 f# 956616-69b/d 10/96

CN 5717 f# 956616-92b/d 11/96

Three former IC SD20's made a trip north dead in tow 17 Mar 02 on train 337.

C&IM 84 f# 5606-44

I&M 80 f# 5606-25

I&M 83 f# 56xx-47 Handrail on left rear obstructed the last two digits. No frame number was visible on the right front.

All units wear the full paint and markings of the Chicago & Illinois Midland with the 80 and 83 lettered for successor Illinois & Midland. All three units were headed to the Wisconsin Central. I'm guessing for work (or painting) at North Fond du Lac. All three units were in service this month prior to their shipment north. The I&M is owned by Genesee & Wyoming. Perhaps these units will return to Southern Illinois wearing the orange and black scheme of all the G&W family of railroads.

It is now official; CN has ordered 60 Dash 9-44C's from GE. I was told at Locomotive Partnership Council last month that it was to be 70 units and reported same in last month's Locomotion. I'm speculating on the possibility of an option for 10 more. These units are supposed to be assigned



to the US side of operations, so it is highly likely they will not have electric refrigerators, hot plates or microwave ovens. The plan I heard would have 20 a year delivered for three years beginning this October.

*From Northwest Indiana Tuch*

## Midwest Generating to build connection in Joliet

Surface Transportation Board (Board) Chairman Linda J. Morgan announced today that the Board has issued a decision finding that a proposal by Midwest Generation, LLC (Midwest), an electric power utility, to construct a railroad line in Will County, Illinois, meets the statutory standards required by the ICC Termination Act. The 4,007-foot line would connect Midwest's Joliet Generating Station to nearby track owned and operated by the Union Pacific Railroad Company (UP). The line would cross track owned by the Illinois Central Railroad Company (IC).

Midwest's plant currently is served by IC. Midwest's plant burns coal that moves via UP from the Powder River Basin of Wyoming and Montana to a junction with IC that is only a few hundred yards from the plant. IC then completes the movement into the plant. The construction, which IC opposes, would give Midwest access to the UP line directly as well as via IC.

Midwest's proposal remains subject to ongoing environmental review, and the Board will not issue a final decision on the proposal until that process is completed. As the proposed line into the plant would cross IC's existing line, by separate request Midwest is seeking authority to cross the IC line. Construction therefore must also await a subsequent Board decision that will (1) determine whether the crossing would unreasonably interfere with the operation of IC's track, and (2) set operational conditions that would govern the crossing and the compensation that Midwest must pay IC for such crossings, unless the parties can agree on these terms.

The Board issued its decision today in the case entitled Midwest Generation, LLC—Exemption from 49 U.S.C. 10901—For Construction in Will County, IL, STB Finance Docket No. 34060. A printed copy of the decision is available for a fee by contacting Legal Copy Service, Suite 405, 1925 K Street, N.W., Washington, DC 20006, telephone (202) 293-7776, or via [da2dalegal@earthlink.net](mailto:da2dalegal@earthlink.net). The decision also is available for viewing and downloading via the Board's website at <http://www.stb.dot.gov>.

*Via STB, March 21, 2002*

## Wheel Report

In the news again—member Bill Sandusky made the local papers again. No, there were no derailments, just reporting on the train layout in the basement.

On January 28 the Danville Commercial-News featured an article about the G Gage basement layout in Rossville. Moving down from Chicago 2 years ago Bill and his wife Jean found a house that would fit both of them—he got the basement and she got the upstairs she wanted. Bill tried to take over more basement but some appliances must remain.

Many of us have visited Bill's layout and operated the Grafton Davis and Mt. Storm Railway Company. Though not a lot of scenery has been started the point-to-point layout is fun to operate. And in the words of member Bob G, "you can see the car numbers." Check this issue of the Flyer for the next session Bill will host and come check out the layout. He might even let you run a train.

The Blackhawk Chapter reports that work continues on the former C&EI Depot being restored in Beecher. The depot has a new roof using singles to represent the old "slate" shingles. Work also continues on restoration of the windows and the interior of the building. New siding will be installed this spring.

From CSXT - "The CSXT Nashville Division has started a new coal service route that is expected to move 1.5 million tons of coal each year. CSXT loads 100 cars of coal at the Black Beauty Coal mine in

Vermilion Grove, IL and takes it to a power plant operated by Public Service Indiana in Cayuga, IN. CSXT will move about 150 trains on the route this year, replacing about 50,000 trucks that would have been hauling the coal.” Editor: We completed the design of the new span that will replace an existing bridge east of Chrisman. CSX is in the process of taking bids and work should begin in April. Once completed, the line will have 286,000 lb capacity.

Member **Bob Gallippi** recently won **First Place** and **Best of Show** for his display of the Stewart Grain Company. Though several years in the making (sounds like a movie and we won't say how long), Bob worked many nights to get the buildings and display setup for the show. Final details were added only hours before bringing it to the Urbana Train Show. The elevator and buildings will be set on the Rossville layout sometime this summer. Congratulations Bob from all of us.

25 Years - Member **Doug Nipper** will be receiving his 25-year NRHS member pin soon. Due to the illness of Leroy Deitrich, issuing pins from last year has been slowed and other NRHS members are helping get the anniversary pins out. We congratulate Doug on 25 years with the NRHS and the Danville Junction Chapter. It means we are all getting older, Doug.

## Chicago Steam

The real hotbed of Midwestern mainline steam train activity this summer outside of North Central Ohio will be the Chicago area. Both Union Pacific's #3985 and the Milwaukee #261 will be coming to town in June for excursions being sponsored by the Chicago Chapter NRHS.

The 4-6-6-4 “Challenger” class #3985 will head towards Chicago over UP's former C&NW main from Omaha. The steam train will leave Council Bluffs, Iowa on 10 June running to Boone, then to Clinton on 11 June and arriving at West Chicago on 12 June. The Challenger will not go into the city, but will layover in West Chicago, its operating base while in the area.

On Saturday, 15 June, the locomotive will power an excursion from W. Chicago to

Milwaukee (Butler). The steam train will then layover there through 16 and 17 June, and resume its Grand Tour of UP's lines in the Upper Midwest on Tuesday, 18 June when it departs on a one-way trip to Milwaukee, then on 19 June to Altoona in the Eau Claire area, then on 20 June for South St Paul, where it will layover until on the 21<sup>st</sup>. On 22 and 23 June, it will haul a pair of one-way passenger carrying trips to Kansas City with an overnight stay at Des Moines, heading south over the old Rock Island ‘Spine Line’, now part of Union Pacific. From Kansas City, #3985 will continue on west to Marysville KS, North Platte NE and finally home at Cheyenne WY.

The former Class S3 4-8-4 of the Chicago, Milwaukee, St Paul & Pacific Railway, #261, will run from Minneapolis to Chicago via the old CB&Q line along the Mississippi River, leaving Minneapolis over the BNSF's Mississippi River Line on Wednesday, 19 June to La Crosse Wisconsin, and then on Thursday 20 June to Chicago, where she will layover on the 21<sup>st</sup>. On Saturday 22 June, the #261 will power an excursion out of the south end of Chicago's Union Station over BNSF to Galesburg and, on Sunday 23 June, Chicago to Rochelle EL. Then, on Monday, 24 June, #261 and train are expected to begin their return trek along the Mississippi to Minneapolis with another overnight layover at LaCrosse.

*Dayton Ties and Tracks by Don Clark*

## CSX Danville Line to be out of service

The curfew is for a “super gang”, 90-100 men (2 of each: timber gang, surface gang, rail gang, bridge gang) to do work from Hillside south. No trains will operate over the CE&D Sub during the period 5/25-5/29. One bridge gang is working OT right now rehabbing 5 bridges in preparation for this project and they are running the heck out of trains in preparation as well. The power plants are stocking up on black diamonds.

*Via Bill Foster*

## Chicago Trip

On May 4 we will have an auto trip to the Chicago area to photograph trains and ride Metra. We will be leaving the parking lot of Cooke's Business Products on N. Vermilion in Danville at 6:00 AM on Saturday morning. We will stop at Rossville to pick up anyone from that area that does not want to drive to Danville. Plans call for a destination of Bensenville, IL to meet up with Ned Cooke. We will spend some time along the former Soo Line and those that want to ride downtown on Metra can catch a train at 9:35. Cost for the weekend, anywhere on Metra, is \$5.00 for the whole day.

After spending time at Bensenville we will head south to Elmhurst. Here we will stay along the former CNW mainline, eat lunch and visit the local hobby shop. For those that ride downtown you can take Metra out to Elmhurst and we will pick you up there for the return to Danville. Trains leave downtown at 12:40 PM.

Final arrangements will be made at the next meeting.

## Norfolk Southern's New Operating Plan

Norfolk Southern Railway Company has fully implemented a new scheduled operating plan for its merchandise freight service network that provides customers with substantial improvements in service consistency and reliability. The Thoroughbred Operating Plan (TOP) optimizes the way in which Norfolk Southern builds trains and operates its rail network, improving on-time performance, reducing car handling, shortening routes, accelerating train speeds and boosting asset utilization. TOP uses 250 new train schedules and routings for shipments of chemicals, agricultural and consumer goods, paper and forest products, metals and construction materials and vehicles and vehicle parts.

The new plan reduces or eliminates handlings at Norfolk Southern's 13 major classification yards and more than 200 regional and local yards. "We've redesigned our train operating plan, making our complex rail network simpler and more efficient for handling current traffic patterns and business levels," said Steve C. Tobias, vice chairman and chief operating officer. Some 75 percent of Norfolk Southern's merchandise customers will see improvements in transit times.

Most should experience improvements between 10 and 30 percent, and others will see even greater reductions in transit times. For example, transit time between Birmingham, Ala., and Allentown, Pa., has improved by more than 36 hours. Service between New Orleans and the Carolinas has improved by as many as 72 hours, and shipments moving from Pittsburgh to the Chicago area now arrive as many as 48 hours faster. "TOP is a commitment by Norfolk Southern to our customers to provide strengthened levels of service and heightened dependability," said Don Seale, senior vice president merchandise marketing. "With TOP's enhancements, we are convinced we can provide unprecedented levels of service excellence and quality."

Since TOP has been implemented, many customers have seen a dramatic improvement in Norfolk Southern's service. "It's been an incredible turnaround," said Bill Kirk, president and CEO of Associated Asphalt Co., in Roanoke, Va., which ships liquid asphalt from the Midwest to Virginia and the Carolinas. Transit times were reduced from 13 to six days. "These improvements equate to dollars and cents," Kirk said. "The less we have to spend to reheat the asphalt because of delays in transit times helps reduce our costs as well as helps us achieve better rail car utilization." PCS Transportation Director Mike Sylvester said his company, which moves fertilizer and sulfur between Lee Creek, N.C., and Chicago, is now receiving shipments in five days vs. seven days. "This enables us to handle more business with fewer cars and increases our efficiency," Sylvester said. TOP is the result of an extensive yearlong analysis of train operations by Norfolk Southern transportation, marketing and information tech-

nology personnel. The process involved rebuilding every merchandise traffic pattern on the railroad. NS studied more 2.8 million carloads of traffic over a three-month period to see how traffic varied from day to day.

The new operating plan was created with the assistance of MultiModal Applied Systems and its MultiRail software. "TOP sets the stage for business growth in 2002," Seale said. "With our service realignment, we are confident that we can be more competitive in the rail marketplace while attracting truck business from the highways as well as growing our overall business." Concurrent with TOP, Norfolk Southern has launched a number of e-commerce initiatives to make doing business with the company easier, including an enhancement to the current price inquiry application to allow customers to request new pricing information more quickly.

Later this year, customers will be able to access a new Web-based application that will provide estimated transit times based on TOP train service schedules, and estimated arrival times on active shipments will be added to all shipment tracking applications.

*Norfolk Southern Corporation, 4-4-02*

## **Illinois higher-speed on schedule; new train sets are not**

The Midwest High Speed Rail Coalition is concerned over delays in ordering new train sets that will operate between Chicago and St. Louis, including the 110-mph stretch being readied between Dwight and Springfield, Ill.

Trackwork, installation of a Positive Train Control system, and grade crossing improvements on the Union Pacific line between Dwight and Springfield are all on schedule for completion by October, says George Weber, chief of the passenger rail division at the Illinois Department of Transportation. With 110 mph track speeds, Chicago-St. Louis transit times would be reduced to about 4 hours, 45 minutes from the current 5 hours, 30 minutes, IDOT says.

But the bids for four new high-speed, European-style train sets came in higher than anticipated, Weber said. A January 2002

deadline has been extended, and IDOT and Amtrak expect to wrap up negotiations soon with the two bidders, Siemens and Talgo, he said. "It's going to be coming to completion very soon," Weber said.

If the price tag is not satisfactory, however, IDOT and Amtrak will do one of two things: buy fewer trains or begin the bidding process again with different train specifications.

Either way, the 110-mph section of railroad will be ready before the train sets are. Revenue 110-mph service could begin sometime next year, once the PTC system is fully tested and debugged, while the new trains wouldn't arrive for two or three years after they are ordered, Weber said.

This doesn't sit well with Rick Harnish, executive director of the Midwest High Speed Rail Coalition, who says the process has been dragged out. "I'm very concerned because we haven't had any new trains purchased for the service out here in 10 years, and we really need to get some good high-quality trains running that are reliable and that people enjoy riding," he said.

IDOT says the trains will match the amenities found on Acela Express and European trains: They'll have video displays, outlets and music at every seat, increased

*"If they said, 'Take over the Northeast Corridor tomorrow. No subsidies and improve service,' then companies like ours would run away very quickly."*

—James Stoetzel, a vice president with Connex North America, whose parent company runs 7,000 daily trains in Europe and Australia, quoted in a Gannett News Service story on the potential privatization of Amtrak routes.  
[Via Trains On-Line](#)

leg room, a first class car and a bistro-type car. "It will be a definite improvement over what we're operating today," Weber says. Despite its financial problems, Amtrak has told IDOT that it remains committed to purchasing the new trains. IDOT and Amtrak will split the cost of the train sets.

Amtrak has promised IDOT a train capable of 110 mph operation. The train will be used to test the PTC system, first at 90 mph and then at 110, and will remain on hand until the new train sets arrive, Weber said. What form that train will take is not clear. Amtrak had said a turbo train was a possibility, but New York state is footing the bill for the \$74 million overhaul of Amtrak's seven turboliners. It's unlikely that New York will part with one of the trains, which were supposed to debut on the New York-Albany run more than a year ago but have been held up by mechanical problems.

An Amfleet set powered by a P42 could get the job done, Weber says. Although it wouldn't accelerate like a turbo train, the transit time difference would be an inconsequential few minutes, he says. Meanwhile, work continues on the Dwight-Springfield section of the line.

"The trackwork is going to be done this fall, and that should include all the grade crossing protection being put in," Weber said. Quad-gate systems are being installed at grade crossings, he said, and UP is busy installing more ties, laying new rail in curves, and placing relay rail in sidings.

The Illinois Commerce Commission will likely back away from assertions it made last week about the safety of the welding process UP is using to join different weight rail sections, officials said.

Last week, the Chicago Tribune reported that the commission was concerned that the joints could increase the risk of derailments. "There was no basis for that," Weber said. IDOT, the Federal Railroad Administration and UP all say the practice is routine, acceptable, and safe.

Eventually, IDOT hopes to extend the 110-mph running from Springfield to St. Louis as part of the nine-state Midwest High Speed Rail Initiative.

[Via Trains On-Line 4-4-02](#)

## **Vermilion County Museum opens new facility**

For those of you that live in the Danville area hopefully you are aware of the new building that the Vermilion County Museum opened the weekend of April 6/7. For the last 30 years the museum has been located in the house at 116 North Gilbert Street. With good display area the museum has become packed and many items have been placed in storage for years. A few years back the museum started a drive to construct a new facility behind the present museum and this weekend it was opened to the public.

Friday, April 5, my wife and I attended the opening for persons that had donated to help with the \$2 million building fund. We had donated on behalf of my parents, Paul and Sadie Schroeder, life members of the museum and supporters of local history. The east wall of the main room has a mural of a prairie scene and a tree will be placed in front of the mural with leaves engraved with the names of all that have contributed. What an outstanding building they now have.

The new structure is patterned after the original Vermilion County Court House that was constructed on the site of the existing court house and burned around the turn of the century. It is a two story building with large basement. The first floor has an open area like many courthouses have and contains a gift shop and display area. The second floor contains the museum offices, an archives library and display areas. Displays of Lincoln artifacts, history of Danville and Vermilion, a mine display including a walk-in mine and "Main Street in Danville" grace the area. Once they have the time additional displays will be setup. A small railroad display is on hand with lanterns, tools and a model of a C&EIE-unit. Though small, at least the railroad history of the area is represented at this time.

The basement will be the archives and much of the material that is packed in the basement of the existing museum will be moved to the new building and stored in

a secure, climate controlled area.

Don and Sue Richter were the greeters at the door Friday evening. They have both put in a lot of hard work all these years and are very proud of the new facility. Sue discussed the new basement area and wanted to be sure that I got to see it. We have discussed moving the Chapter's archives from Rossville to Danville to preserve them. Sue said the are almost ready and I suggested that sometime this summer we will meet with them to review the facility and see what arrangements can be made.

I urge all of you, especially those of you that live in the area, to visit the new museum area. Though it does not have all the displays setup it has potential. I would like to suggest, at this time, the we approach the VCM concerning establishment of a railroad area. A special mine area has been established and we need to have the railroads, that built Vermilion County, represented in photos and historical documents.

## **Second Section**

Bill Sandusky has notified the editor that he plans an operating session as his home on the Grafton, Davis and Mt. Storm Railroad May 11 starting around 12:30. Put that date on your calendar.

Your Editor and Fred Schlipf are planning to setup the LGB trains in the editor's back yard over the Memorial Day weekend. If final plans are made for that weekend, operations "open to the public" are usually noon to 4 PM on Sunday and 1 PM to 4 PM on Monday. We setup two loops of track around the back yard and have fun running trains day and night. Further details will be in the May issue of the *DANVILLEFLYER*.

Other items - Midlothian Train Show, May 19 at the Park District Building, 14500 S. Kostner Ave, 9-2, \$3.

Rockford is the site of the MWR NMRA Regional Convention, April 26-28, Clock Tower Resort