

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



On March 16, 2003, NS train M22 begins his pull out of the siding at Marshfield IN after seeing the approaching headlight of 181, the westbound he will be meeting shortly. Photo by Doug Nipper

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

The *DANVILLE FLYER* is published monthly by the DANVILLE JUNCTION CHAPTER of the NATIONAL RAILWAY HISTORICAL SOCIETY for its members and other interested persons.

The DANVILLE JUNCTION CHAPTER, NRHS, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad.

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

OFFICERS FOR 2003 - Our 35th Year

PRESIDENT: Dave Sherrill	VICE PRESIDENT: Scott Reed
SECRETARY: Al McCoy	TREASURER: Allen Cooke
NATIONAL DIRECTOR: R. M. Schroeder	PROGRAM CHAIRMAN: William Darner
MUSEUM DIRECTOR: Robert Gallippi	HISTORIAN: Jesse Bennett
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Visit our Chapter WWW Home Page On-Line - <http://www.prairienet.org/djc-nrhs/>

Volume 35

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Number 4

Coming Events

April 13, 2003

Danville, IL - NOTICE CHANGE IN DATE DUE TO EASTER SUNDAY - Regular monthly meeting beginning at 1:00 PM at the Pizza Inn, Williams Street and Gilbert Street (Route 1), next to the CSX mainline to Hillary.

April 13, 2003

Wheaton, IL - Great Midwest Train Show - 10-5 PM

May 3, 2003

Watseka, IL - **Chicago and Eastern Illinois Historical Society meet** - 10 AM to 9 PM, tour, tables, dinner, contact Bob McQuown for more details.

May 10 & 11, 2003

Monticello, IL - Throw Momma on the Train - Children and Momma ride free

April 26, 2003

Grafton, Davis and Mt. Storm 309 E. Dale St. Rossville - Operates from 12:30 to 4 PM

April 12, 2003

Chicago, Illinois and Eastern - Rossville Museum, Operating session 1:00 to 4 PM

Saturday, May 3 & 17, 2003

Rossville, IL - Work Session at the Depot

Museum. No operating session until early part of September.

Memorial Weekend

Rossville, IL - Depot Museum open for summer business, Sat/Sun Noon to 4 PM

Next Meeting

The next meeting will be on Sunday, April 13. The date has been changed since Easter falls on the normal meeting date. In addition, the museum operating session set for April 5 has been moved to Saturday April 12 because of the Urbana Train Show. The last session that was set for the first Saturday in May has been canceled and this will be a work session. We need to cleanup the building, get the layout ready for visitors and cleanup up the outside of the building.

Many years back, shortly after member Stan Chausse passed away, we setup a memorial plaque to honor the members of



the Chapter that had passed away. It is always sad to add a name to the plaque as it means a loss of history to the Chapter. Larry Prosser had recently removed the plaque to add names of member that passed away in 2001 and 2002. The engraving is no longer done and the new computer/laser system is in place. Thus the original plaque could not be completed. Larry arranged for a new plaque to be made complete with names of those that have gone before us. We wish to thank Larry for his donation of the new plaque and it will hang proudly in the middle room of the museum. As a side note the newly complete plaque is full so we decided at the last meeting that no one can die for the next 30 years.

With the short notice on the next meeting a program has not been set. Also, remember that the May meeting will be the last until September. Once again summer is close (we hope) and a rail trip should be in your vacation plans..

C&EI HS Featured

The Chicago and Eastern Illinois Historical Society was recently featured in the Sunday, March 16, 2003 issue of the Danville Commercial-News. Member Bob McQuown was interviewed concerning the society and the C&EI railroad. Part of the interview then turned to the museum in Watseka. The article covered a brief history of the railroad, displays that are in the museum at Watseka and interviews with C&EI HS secretary Al Janessen and locomotive engineer Ed Dowdy. This is the first story featuring the museum in the Watseka depot.

You should note that the C&EIHS will be holding their annual meeting on Saturday, May 3. Featured will be displays, a trip to local rail sites, annual meeting and a program concerning the C&EI Railroad. A dinner will be available that will be held in the waiting room of the station. We welcome all interested parties to attend and visit the museum.

Robert A. Pinsky

Bob Pinsky, NRHS Vice President and member of the Chicago Chapter, passed away March 15, 2003. Bob served as Vice President since 1996, supervised the membership records, served as Editor for both the NRHNews and the NRHS News Extra and was a long-time member of the National Audit Committee. Bob joined the NRHS in 1985 as a member of the newly-chartered Chicago Chapter. He served as National Director and Convention Chairman when the chapter hosted the 1993 National Convention. Several of the Danville Junction Chapter were good friends of Bob's and will surely miss him.

Bob was 55 years old and is survived by his wife Ellen, who serves as the NRHS Assistant Secretary. His unexpected and untimely passing will leave a void in the Society that will be difficult to fill.

BASIC RAILCAMP 2003

Hosted by National Railway Historical Society in cooperation with National Park Service Steamtown National Historic Site, Scranton, Pennsylvania with assistance from Canadian Pacific Railway and the University of Scranton

JULY 20-26, 2003

The National Railway Historical Society, in cooperation with the National Park Service, Steamtown National Historic Site, announces Basic RailCamp 2003, continuing the highly successful program first begun in 1998, designed to provide a rail history preservation background, railroad operations and career opportunities to high school students entering the 9th grade through finishing 120' grade. This week-long camp will provide the forum for young adults with similar interests to learn about the fascinating rail history movement, while at the same time-sharing ideas

with their peers from other parts of the United States. One session of Basic RailCamp 2003 has been scheduled, from July 20-26, 2003.

Counselors for Basic RailCamp 2003 are volunteers from the ranks of the National Railway Historical Society, founded in 1935, which has more than 17,000 members in 175 chapters throughout the United States, Canada and the United Kingdom. Instructors will be National Park Service personnel at the well-known Steamtown National Historic Site, assisted by NRHS volunteer personnel, who have given their time for this experience.

Attendees will again be housed in dormitories of the University of Scranton, a Jesuit university located in downtown Scranton, PA. The dorm being used for Basic RailCamp 2003, Gavigan Hall, is air-conditioned. Steamtown, which is a short distance away, is housed in the former large repair complex of the ex-Delaware, Lackawanna & Western Railroad. Meals will be provided in the University's dining facilities each day of the Camp and the counselors are on-site 24 hours daily.

Tuition for basic RailCamp 2003 is \$550.00 per student, and includes lodging and meals throughout the Camp, as well as student materials needed in conjunction with the activities of RailCamp 2003. Students are responsible for their own transportation to and from Scranton. Detailed information form will be provided in advance for attendees, and pick-up and drop-off will be coordinated for those arriving at Wilkes-Barre/Scranton International Airport, which is served by Delta, US Airways and United connections. Pick-ups can also be arranged for those arriving by either Greyhound or Martz Trailways buses to Scranton.

While bedding and linens are provided by the University, it is recommended that RailCampers bring an extra bath towel or two as well as a cake of bath soap. Experience from prior RailCamps tells us that you will get dirty at RadCamp 2003! Be prepared! Sturdy footwear will be required, both at Steamtown and the Canadian Pacific Railway, and it is suggested that each applicant who is accepted purchase and

break-in a good pair of sturdy work shoes.

A reservation form will be included with this course outline, or may be secured through a local chapter of the National Railway Historical Society, or by writing: Basic RailCamp 2003, National Railway Historical Society, P. O. Box 58547, Philadelphia, PA 19102-8547. Telephone requests may be directed to 215-557-6606, or FAX 215-557-6740, EMail to info(a)nrhs.com. You may visit the RailCamp website at www.railcamp.com. APPLY TODAY! CAPACITY IN 2003 IS EXTREMELY LIMITED!

Girl falls from NS Bridge in Attica

ATTICA, Ind. — March 13, 2003 - An 18-year-old woman is recovering from injuries she suffered after falling nearly 50 feet from a railroad trestle as she tried to escape an oncoming train.

Amanda Jensen was walking across the Norfolk Southern trestle on Tuesday near Attica, about 65 miles northwest of Indianapolis, when a train started crossing the bridge, said Eric Dismore, second deputy chief with the Attica Volunteer Fire Department.

Jensen and a 12-year-old boy she was walking with had nowhere to go and climbed over the side of the trestle, intending to hang on until the train passed. The 12-year-old's name was not released.

Jensen was unable to hold on and fell onto a small island that separates Pine Creek and the Wabash River.

Rescuers rappelled down the side of the bridge, while members of a Warren County rescue squad used a boat to reach the woman.

The rescue was made difficult by several inches of mud that covered the island. But the conditions that hampered rescuers may have saved Jensen's life.

"Luckily she fell into the mud," Dismore told the Journal and Courier. "If it had been solid ground, she probably wouldn't have made it."

Jensen was taken to St. Vincent Hospital in Williamsport, then airlifted to St. Vincent Hospital in Indianapolis, where she remained in stable condition Wednesday.

The teen broke bones in her leg and likely suffered internal injuries, Dismore said.

***NEXT MEETING -
SUNDAY APRIL 13,
2003, 1:00 PM - PIZZA
INN DANVILLE -
NOTE CHANGE IN
DATE***

And You Thought You Had a Bad Day ***CANADIAN NATIONAL RAILROAD***

Telegraphic Report of Accident filed at 1455, at Thunder Bay Ontario, July 2 1st, 1977

Occurred at: 1400, July 2 1st, 1977 at Neebling Avenue Lead, West Fort William (Joint Area).

Train involved: Yard diesel 7018; 1 load, no empties.

Type of occurrence: Derailments and collisions (multiple)

Cause of accident: Failure of yard crew to notify CNR yard crew approaching from Montreal. Street Siding to stay clear until running switch had been completed.

Occurrence details: Yard diesel 7018, Engineer N. Tactic, no fireman, Yard Foreman R. D. Lane, Helpers B. Yoruba and H. Powell, working on the regular Farm Assignment had pulled CP 313005, Subway Car destined Toronto, from the Canadian Car Company's Industrial track, and when reaching the Neebling Avenue gate, the yard crew decided to make running switch so that the car could be handled on the

west end of the diesel for pulling to the Island Wyes and its eventual turning. In doing so, the movement was lined up for the diesel to go into the stub track located inside the Canadian Car Company's fence and CP 313005 was to go westward on the Neebling Av lead towards the North Western Elevator.

Just at the time that the running switch was being made, a Canadian National yard movement, diesel 7083 was moving from the Montreal Street siding and pulling 3 loads behind their diesel, came out foul on the Neebling Avenue lead, sideswiping CP 313005 which had, by now, been cut off and was moving freely on the Neebling Avenue lead in a westerly direction. The impact caused the Subway- Car to come loose from its moorings on CP 313005 and catapult off the car, clearing the ditch on the North, side of the track and striking the Jenkins Funeral Home Hearse, a 1975 Cadillac, license 3476-J (Ontario) and driven by H. Gillman which was heading a funeral procession and also moving slowly in a westerly direction.

The Subway Car hit the middle of the hearse and this resulted in the coffin being dislodged from the damaged hearse, striking the roadway and the body of the late Mr. A. Brown, a well-known pioneer of the City was dislodged from the coffin and landed laying facing-down in 6 inches of water in the ditch on the north side of the roadway. Mr. Gillman received a gash on his head, and was transported to hospital by another motorist from the funeral procession who had already been commended to take Mrs. A. Brown to the hospital as she had suffered a heart attack after seeing the preceding occurrence. Mr. N. Jenkinson, director of the Jenkins Funeral Home and driver of the automobile following the hearse was unable to assist in this respect as he and the 6 pall-bearers were injured by flying glass when they were unable to avoid running into the damaged hearse. CP 313005, the flatcar which had had the Subway Car on it ran free down the Neebling Avenue lead when Yardman B. Wyrozub was knocked off the car when it came in contact with the Canadian National diesel 7083. The flat car ran into #4 track at the North Western grain elevator demolishing the stop-block

and came to rest, hanging half over the trestle over the Kam River.

Canadian National diesel 7083, when struck by CP313005, had all wheels derailed at the point of impact, and Engineer R. Smith had several teeth knocked out when he hit his head on the air valve in the diesel cab when the diesel stopped suddenly. The third, or last car of the drag being pulled by the Canadian National diesel 7083 was CN 660042 containing concrete blocks loaded at the Terra-Krete outfit on Montreal Street. This car was exactly on the Montreal Street crossing when the incident occurred, and when it stopped

Suddenly, 11 concrete blocks toppled off CN 660042 and landed on a 1976 Chevrolet Sedan, License 64T33, (Minnesota) owned and driven by Mr. W. Wytoruk of 1822 Hillsdale Drive, St. Paul, Minnesota, who had been on Montreal Street at the crossing to allow the Canadian National movement to clear. Damage to Mr. Wytoruk's automobile was estimated to about \$6,000, and Mr. Wytoruk sustained 2 broken legs and was taken to hospital.

Yard diesel 7018, which was involved in making the running switch in the first place was lined up to go into the stub track inside the Canadian Car Company's fence and became derailed. It was discovered that the Roadmaster had shortened up this track to about 100 feet in length but had neglected to put out any advice in this regard. All wheels on unit 7018 are derailed, and the unit is listing at a 45-degree angle. The track that unit 7018 entered is quite overgrown, with weeds, and it has hard to see that the track had been shortened.

Dedicated to those who have ever written, been the subject of, or read a railway accident report.

*From the Order Board via member
Hank Sherwood*

NATIONAL RAILWAY HISTORICAL SOCIETY

Meeting Synopsis - Fall 2002 NRHS Board of Directors Meeting

The Board of Directors of the National Railway Historical Society met at the Ramada Limited in Mt. Pleasant, Iowa on Sunday, November 3, 2002, with an additional work session on Saturday. The meeting was hosted by the Iowa Chapter and the Overland Chapter. Here are some highlights:

Officers Reelected: All National Officers were reelected at the meeting except for Vice President - Public Relations Terry Holdeman, who asked to step down. Jim Andrisen was elected to that position. All Regional Vice Presidents were reelected, including Stephen Zayac (Great Lakes) and Gerald Schuler (Northwest) who took over vacant positions during the previous year.

Membership Drop: Much of the discussion at the meeting concerned the Society's membership numbers. After increasing for two of the three previous years, national membership declined 5% in 2001. Associate memberships held steady, but in several large chapters significant numbers did not renew for 2002. Renewal kits have now been distributed, including bills for people who dropped out this year, and chapters were encouraged to try to get these members back.

Audit and Budget Approved: The Audit Report for 2001 was approved. The Board of Directors also approved the 2003 budget as presented. The 2003 budget is based on the lower membership numbers experienced in 2002. The budget will be reviewed at the spring meeting when more information is available about 2003 renewals and other financial trends.

RailCamp 2003: RailCamp Director and NRHS Senior Vice President Larry Eastwood reported that both sessions of RailCamp held last summer were very successful. They did not operate at full capac-

ity, however, and that had a negative financial impact. Mr. Eastwood thanked the National Park Service at Steamtown and the Canadian Pacific Railway for their continued and enthusiastic support. Because of budget constraints, we will initially schedule only one Basic RailCamp session in 2003. It will be held July 20-26. We still have the option to schedule a second session if demand warrants.

Convention Reports:

Bill Baughman reported that about 850 members registered for the 2002 Convention held in Williams, Arizona. It was an operational success and should at least break even financially, but hard numbers were not yet available.

Bob Bitzer reported on the 2003 Convention in Baltimore June 30 through July 6, hosted by the Washington, DC Chapter. Events will be centered around the B&O Railroad Museum's celebration of the 175th anniversary of the Baltimore & Ohio Railroad and a recreation of the 1927 Fair of the Iron Horse. Convention attendees will have guaranteed seating for this popular show. A variety of train trips, museum visits and seminars are in the works, and over 300 members are already preregistered. This is a joint convention with the Railway & Locomotive Historical Society. Mr. Bitzer urged everyone to continue to visit the Convention website at www.starspangledrails.org (or the link from www.nrhs.com) to pre-register and check for news updates. Pre-registration forms were also distributed in NRHS News.

Convention Committee Chair Carl Jensen reported that planning continues for the 2004 Convention in Minneapolis/St. Paul June 30 - July 4. Several prospects for mainline steam trips are being investigated.

The Board accepted a proposal by Pacific Northwest Chapter President Arlene Sheldrake for the Chapter to host the 2005 Convention in Portland, Oregon. The Portland area will provide a variety of convention activities with beautiful scenery and several short line railroads available for convention trips. The convention will take place in the summer, with exact dates to be announced later.

Other Developments: Frank Ackerman of Cape Cod Chapter was appointed the Society's official liaison with the Amtrak Trails & Rails program.

Respectfully submitted,

Bruce J. Hodges - Secretary

Upcoming NRHS Events

2003 Convention (joint with R&LHS) - Baltimore, MD - June 30 - July 6, 2003. Full details have been published in the NRHS News which will accompany Bulletins No. 3 & 4. (*Remember, the Fair of the Iron House has been canceled due to the damage to the B&O Museum*)

Fall 2003 Board of Directors' meeting - Ronkonkoma, NY (Long Island) - October 17-20, 2003. Events include a charter on the LIRR with shops and museum visits.

Spring 2004 Board of Directors' meeting - Altoona, PA - dates to be determined. This was just awarded, and the Horseshoe Curve Chapter can now start to firm up hotel dates.

2004 Convention - Minneapolis, MN - June 30 - July 4, 2004. (*Randy invites all of us to stay at his house*)

Fall 2004 Board of Directors' meeting - Utica, NY - a weekend in late October, 2004. It will probably be either of the last two weekends, but Utica & Mohawk Valley Chapter is trying to do this for the weekend after a tourist line finishes for the season, and they don't have their 2004 schedule yet.

2005 Convention - Portland, OR - dates to be determined. This was just awarded, and for an event this size, hotels don't start talking seriously until after the formal award. Pacific Northwest Chapter is looking for a week between June 15 and August 15.

Security continues to tighten around U.S railroads

WASHINGTON, D.C. – With the commencement of U.S. military action in Iraq and in consultation with the Department of Homeland Security and other national security officials, North America's major freight railroads are taking additional security steps, says the Association of American Railroads.

Some of the actions taken since Sept. 11, 2001, include increased cybersecurity, restricted access to railcar location data, spot employee identification checks, increased tracking and inspection of certain shipments, new encryption technology for selected data communications, increased security at physical assets, and increased employee training to ensure that the industry's more than 200,000 employees serve as the "eyes and ears" of the security effort, according to AAR.

With military action against Iraq, the industry has taken additional security steps including real-time monitoring and additional surveillance of designated trains, increased security at certain rail yards, increased inspection of priority track, tunnels and bridges, and working with customers to tighten control of supply chain logistics. Union Pacific has increased monitoring and surveillance of certain trains, as well as key yards, main lines, tunnels, and bridges as the United States opened war against Saddam Hussein's regime in Iraq.

State troopers from Connecticut and New Jersey who have recently begun riding New York City-bound commuter trains in an effort to increase rail safety, have been given law enforcement jurisdictional powers in New York by Governor George Pataki. The New York state executive order extends powers of arrest and other law enforcement authority to the out-of-state officers.

Meanwhile, Cincinnati police have begun round-the-clock patrols on two key Ohio River railroad bridges. Patrols, which began Tuesday as part of the increased terrorism alert, are posted at the Clay Wade Bailey Bridge and the Cincinnati, New Orleans & Texas Pacific bridge, which crosses the Ohio River at Ludlow, Ky., across the river from Cincinnati.

CSX and Norfolk Southern operate major lines through the Tristate area, and CSX operates one of its largest Midwest yards, Queensgate, in Cincinnati. More than 60 trains cross through the area daily, with some carrying toxic chemicals as well as key raw goods such as coal. Both bridges enable trains to access Queensgate Yard. CSX is not commenting on its increased security efforts. AAR says U.S. railroads are one of the few private sector industries to receive an "A" for its security efforts in a recent independent analysis by *The Washington Post*.

[Trains On-Line 3-21-03](#)

Wheel Report

KCS to integrate Gateway Western reporting marks. On July 1, Kansas City Southern will fully consolidate Gateway Western Railway's reporting marks and route into KCS's accounting and computer systems on July 1. KCS acquired the 320-mile Gateway Western—which serves between Kansas City, Mo., East St. Louis, Ill. and Springfield, Ill. — in 1997. In 1998, general administrative functions

such as accounting, payroll, insurance, claims, human resources, and information technology began migrating to KCS. In 2000, customer service was moved from Fairview Heights, Ill. to Shreveport, La. and the office was closed. In October 2001, all GWWR employees became KCS employees. The consolidation should be transparent to customers, KCS says. However, KCS is notifying customers of minor transaction adjustments that will need to be made by July 1.

Watch CSX watching you. With the nation at an “Orange” terrorist threat level, railfans watching trains along CSX should be aware that employees are now reporting photographers to local authorities or railroad police. CSX spokesman Gary Sease indicated as much in a story published in the *Atlanta Journal-Constitution*. Sease told the newspaper that railfans often shoot photos of trains rolling by. Before the increased risks of terrorist acts CSX engineers would wave at them. Employees now report rail photographers to railroad police or local authorities.

Stop him with the radio!

This story dates back to when the railroads first began to use walkie-talkie radios in regular yard and local operations, and conductors and trainmen in that service did NOT like them at all. Firstly, because they were a bit heavy, and extremely awkward, (they measured very closely what a carton of cigarettes looked like), and secondly, they were seen as a diabolical means of management to cut jobs, therefor to sabotage them in any way imaginable, or “lose” them, or simply not use at all was considered fair game. And so dear reader with that background:

There was this yard crew that had the assignment of pushing a long string of cars through this track, to just short of the clearance point at the opposite end, the engineer moving very cautiously (3 mph) and watching/listening for the sign to stop. At the opposite end, the switchman, with an assigned radio, was to be the one to stop this cut of cars short of the clearance point. As this point approached this switchman gave the engineer great big stop sign with a lit fusee to no avail. Well, it happened that the General Superintendent himself just happened to be out there watching the move, and as it suddenly

became obvious that this cut of cars was about to be shoved out onto the lead, making a potential sideswipe very real, the Super shouted to the switchman “Stop him with your radio!”, where upon our switchman quick as a flash, slapped the radio down on the ball of the rail, directly in front of the forward wheel, and in the next instant it was crushed to junk.

The cut of cars did finally get stopped before there was any kind of serious sideswipe, etc. The superintendent was angrier than one ever saw before, and after an investigation our errant switchman served two years in some other kind of work.

The memories of Art Altstadt

Former Amtrak F40s head to Grand Canyon, Portland

WILLIAMS, Ariz. – Three more former Amtrak F40s are going to a new home. Units 237, 239, and 295 are currently en route from the passenger carrier’s Beech Grove Shops in Indianapolis to the Grand Canyon Railway in Arizona. The trio is going via CSX to St. Louis and Burlington Northern Santa Fe to Williams.

The units, stress Grand Canyon management, are to supplement, not replace, Montreal-built, Alco-style FPA4 and FPB4 units the railway’s shop forces have superbly refurbished. At least one is expected to be running by this summer.

Also, former Amtrak Operation Life Saver F40 231 was released the same day and is being routed to Portland, Ore., for restoration.

TRAINS On-Line 3-25-03

B&O Railroad Museum repair update

BALTIMORE, Md. – As of today (3-24-03), all of roof truss debris has been removed from the interior of the B&O Railroad Museum’s roundhouse. Heavy snow loads last month caused the roof of the historic structure to collapse, damaging several artifacts.

A total of 10 trusses fell as a result of the collapse, museum officials say. As the rubble near the No. 20 passenger coach and No. 10 baggage car is cleared, a better assessment of the recently installed Passenger Car Seat exhibit can be obtained. Photos can be seen at www.borail.org.

Metra breaks ground for new depot

CHICAGO–Metra officials broke ground for a new depot and additional parking spaces at the Glen of North Glenview stop of the commuter line’s Milwaukee District North Line from Fox Lake.

The \$3.8 million project will include a new 2,800 square foot depot with both a ticket office and a tower, 300 new parking spaces west of the station, a landscaped entry plaza and 215-foot extensions to the existing platforms.

The Glen of North Glenview is a development of the former Glenview Naval Air Station site. At this location, Milwaukee District North trains share the Metra-owned route with Amtrak Chicago-Milwaukee trains and CP freights. Construction is expected to be completed by next summer.



Remember, next meeting - Sunday April 13, 1:00 PM CDT at the Pizza Inn

Illinois derailment focusing on faulty rail

TAMAROA, Ill. – Federal investigators are focusing on a rail joint as the possible cause of last month's derailment that forced the evacuation of nearly 1,000 southern Illinois residents for several days.

"We do have information that the rail broke under the train," said Ron Hynes, an investigator with the National Transportation Safety Board's laboratory in Washington.

A Canadian National-Illinois Central train carrying hazardous and flammable chemicals derailed Feb. 9 while passing through Tamaroa. The train was carrying methanol, vinyl chloride, hydrochloric acid and formaldehyde. Some chemicals spilled, causing the evacuation of everyone in and around the town of 800, some for almost a week.

Cumbres and Toltec get \$1 million grant

From Brian Shoup, President of the Friends of the C&TS, March 25, 2003.

The governor of New Mexico has signed several budget bills that will provide \$710,000 in operating revenue and an additional \$300,000 for capital expenses for the C&TS Railroad. What is particularly remarkable is that Governor Bill Richardson and the New Mexico legislature have provided this much-needed support despite their knowledge that Colorado would be providing no funding whatsoever this year.

The \$710,000 for operations will allow the C&TS Commission to remove the contingency on its management contract with the RGRPC and move forward immediately. The \$300,000 in capital support includes \$120,000 for the Commission's share of the EDA locomotive grant for next year. The remaining \$180,000 was a reauthorization of New Mexico monies that was previously frozen pending a

Colorado match. This action by Governor Richardson and the NM Legislature allows this money to be used despite no prospect of matching funds from Colorado.

The Friends and the Commission are co-applicants for the three-year, \$3.3 million EDA locomotive grant. Both organizations have sufficient funds on hand to provide \$130,000 each for the local match requirements this year. The Friends has raised its share through its Another Century of Narrow Gauge Steam campaign, which is now in its second year. This drive is crucial to the Friends' ability to provide its share of the match for the second and third years of the grant. An update on this campaign will be announced soon.

R. J. Corman

Effective 1201 AM March 25, R. J. Corman (based in Nicholasville KY) takes ownership of the Lexington & Ohio RR. The L&O runs between Versailles KY and Lexington KY. At Lexington it interchanges with Norfolk Southern, at Versailles it connects with the Bluegrass RR Museum. The L&O was a subsidiary of Gulf & Ohio. The employees of the L&O found out about the sale Monday. R. J. Corman will not retain any of the L&O employees. This line is an ex-Southern Railway line and connects with the Western Division at Lawrenceburg KY and with the Kentucky Division at Lexington. The line was built by the Louisville Southern.

Rossville Depot Museum opens for the season, Saturday, May 24, Sunday May 25 and Monday, May 26. Work Sessions May 3 and 17, 10 AM to 4 PM

Michigan bill could provide more funds for Amtrak

A state House committee has approved a bill to lift the cap on state spending for Amtrak in an effort to keep the *International* and *Pere Marquette* operating. The legislation would allow the state Department of Transportation to appropriate more than \$5.7 million for Amtrak. The subsidy covers Amtrak's Chicago-to-Port Huron schedule and the Chicago-to-Grand Rapids schedule.

Amtrak said it needs \$7 million from Michigan in the current fiscal year to continue operating the two routes. Amtrak has been operating the lines under a six-month contract for half of \$5.7 million. That contract expires March 31, but Amtrak has agreed to continue service for another 45 days while negotiations are being made for a new contract. A spokesman for Amtrak said Thursday that service won't stop while there is a bill moving through the state Legislature.

The House Transportation Committee voted 12 to 2 to send the bill to the full House.
TRAINS On-Line 3-28

Remember, next meeting - Sunday April 13, 1:00 PM CDT at the Pizza Inn